







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
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**CORRECTIONS AND
NEW INFO**

The logo that still appears on #10's flanks pictured in the last *Minnegazette* is for the Mississippi Valley Public Service Company, not the Minnesota Valley as reported.

The photo on page 10 of Winona #10 at Excelsior was taken by Paul Krebes, not Richard Krebes.

OBITUARIES

Gerald Provost

Member **Gerald Provost**, the man who found the Minnehaha on the bottom of Lake Minnetonka and helped raise her to the surface, has died at age 58 from cancer. Provost explored the depths of Minnetonka for fun, and as part of his professional salvage operation. He assisted the restoration by bringing up the prop from the Como to replace the Minnehaha's cracked prop. He also recovered paint samples that made the restoration more accurate. He found several of the streetcar boats, plus the TCRT tug Hercules.

Fraser W. Morse

Fraser usually said very little, but it would have been a mistake to sell him short. He was a shy person whose ancestor invented the telegraph, and who, himself, graduated from Yale University in electrical engineering. He worked for Honeywell building guidance systems for airplanes and missiles. He also designed computers, and when he retired, he showed up at the Excelsior boat building to offer his talents to MTM. Asked whether he could rebuild streetcar seats, Fraser said 'yup' and began loading frames and hardware into his Ford Escort. Years passed, and Minnehaha neared her 1995 launch date. In the nick of time, Fraser and his friend, **Doug Hultgren**, began to deliver seats, beautifully restored, original seats covered in new cane fabric exquisitely crafted and finished with all the skill that Fraser could muster. Told that he'd done a beautiful job, Fraser nodded and

allowed as how they 'weren't too bad'. He was a good listener and friend who shared his considerable gifts without fanfare. He died of cancer in September at age 72.

-Bill Graham

BOARD OF TRUSTEES

September 1999

Trustee **Dave Kettering** who accepted the Treasurer's position received Board approval for a detailed list of duties:

- A new chart of accounts which will standardize common expenses across the Museum, provide more meaningful reports and provide the Board with the appropriate budget and financial tools.
- A detailed progress report on a number of Treasury related issues including the hiring of new accountants and auditors.
- Establishment of a coordinated Museum budgeting process.
- Transfer of the Membership Secretary's duties from Kettering to the Executive Director's office.
- Approval of a resolution outlining financial practices, establishing authorities to approve and disburse Museum funds.

Highlights of the Executive Director's report:

- A new lease with the City of Stillwater, MN for NP #328.
- Transfer agreements are virtually complete for acquisition of locomotive #2156 from the City of St. Paul.
- New policies and procedures for Superintendents to follow regarding the reporting of Accidents and Incidents in conjunction with Museum activities.
- Three TEA 21 applications have been submitted to the Metropolitan Council including the powerhouse at Jackson Street, Como-Harriet track restoration and restoration of a Soo Line dining car.
- Acquisition of additional office equipment for new Museum offices at Jackson Street.

Front cover: It's August 1953. The Oak-Harriet Line and the rest of the streetcar system has less than a year to live. PCC car #428 will be gone before then, sold to Mexico City. The camera is looking north on Hennepin Avenue approaching 25th Street. MTM collection.

Inside front cover: The Mahoning Mine on the Iron Range in 1898. Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

"Begin with the end in mind."

I was reminded of that Stephen Covey phrase last week when new Steamboat Superintendent **Pam Shephardson** used it in the context of talking about how we approach organizing ourselves. Covey uses the phrase to remind us of how we need to approach life, both as individuals, and as organizations.

What is it we want to have said about us at our own funerals? Decide what that is and then live so that it happens.

As organizations... What do we want to become? Where are we going? How much is enough? How big is big enough? Is the Museum still in its infancy or are we just about "there" and just need to consolidate what we have?

At an issue identification session this past summer it was agreed that the MTM is "opportunistic" as an organization. Maybe that's a cop-out for not fully addressing the above questions. On the other hand, maybe it's a way of saying that, within the goal of preserving and interpreting Minnesota's surface transportation history, we are open to new opportunities as they come along.

Just when we think we've seen the last one, a Winona #10 streetcar comes along- then a Northern Pacific steam locomotive #2153 that may be ours to add to the collection. Who knows what field, barn, city park or lake bottom contains the last artifact we will acquire and restore to fulfill our mission.

I wish I knew the answers, but the questions keep coming too fast. However, there are things that we can do about how we continue to grow, and I think we are doing at least some of them.

Hiring an Executive Director was one of them. **Chuck Armstrong** has enabled us to grow in ways, and at a speed that we had only dreamed about. In effect, he is the means to putting into action the things that, as volunteers, we always talk about but no one has had the time to do.

In addition to that we are just about at the end of a major revision/rewriting of the MTM bylaws to reflect today's organization. The financial management side of things has matured greatly in the past few years. Many of the Museum's systems are being centralized and automated to reduce duplication and cost. We are growing up as an

organization. Hopefully, the "end" we have in mind will be a place where volunteers who are interested in preserving transportation history will find an even more conducive place to work on that interest, and have the means to do it.

The next issue we need to address is money- of which there is never enough. We sometimes forget that, only a few years ago, most of the divisions struggled through long winters with virtually no money to do restoration and maintenance of equipment. That's no longer true but our dreams are also bigger now and we need more funds to support them.

I'm convinced that we have a story to tell that is worthy of vastly more funding that we have received in the past. We have done very well in garnering ISTEAs support for a variety of projects. We also need to convince the local foundation community and individual supporters that we are emerging as a new cultural institution in the region, one as deserving of support as any of the other history or arts organizations.

A couple of final comments.

We all owe a vote of thanks and appreciation to Mayor Kimble and the Stillwater City Council for extending our lease on steam engine NP #328 until the year 2031. What many of us

didn't realize is that the 328 still has a significant place in the memory of many people in Stillwater and it is hard for them to "give it up," even if it's operating just up the road. However, given the choice of returning the engine to Stillwater to possibly sit in a park, or to allow the MTM to keep it running for the education and enjoyment of the public, the Mayor and Council chose the latter- and they paid us a real compliment on our record in doing so.

I can't end without thanking **Russ Olson** again for his enormous service as Treasurer to the MTM. Russ was convinced to come out of retirement to be Treasurer once again (he did it before in the mid-80s). During his tenure, the stewardship of our finances has been superb and Russ went far beyond anyone's reasonable expectations in being available for all kinds of situations that required his attention. On a number of occasions, Russ told me that he would really like to step down by such and such a date. However, since we didn't have a replacement, he would always agree to do it for just "a few more months." Now that **Dave Kettering** has agreed to serve as Treasurer, Russ finally gets to step down.

Many thanks, Russ, for your service in this area and for all the other ways you serve the Museum- as historian, restorer, and operator.

This Fairbanks-Morse H10-44 switcher on display at Milton Junction, WI is not what it appears to be. The giveaway is the number 10. It's actually Minneapolis, Northfield & Southern #10, which also spent some time on the Minnesota Western. It appeared on page 26 of the Spring 1999 Minnegazette, hauling an MRA excursion. Thanks to Clark Johnson for making the ID. Aaron Isaacs photo.



EXECUTIVE DIRECTOR'S REPORT

-Chuck Armstrong

I want to congratulate each and every volunteer who assisted the various attractions of the Minnesota Transportation Museum this season. It appears that your efforts have lead to what appears to be a very successful year. Outstanding!!

Life is busy at the MTM and changes of all types are underway. The effort to unify and strengthen the administrative functions of the Museum is starting to show rewards. Currently, we are implementing an entirely new process for maintaining MTM finances and accounting for the organization, which will be centered out of the Executive Offices that are located at the Jackson Street Roundhouse. This will allow for better budget management by the individual divisions and the overall Museum. In addition, it should make the organization more attractive to outside funding organizations.

Leading this effort is our new Treasurer, **Dave Kettering**. Dave is a member of the Board of Trustees and has been serving as Membership Secretary. He replaces **Russ Olson** who requested to step down from this post after several years of dedicated service to the MTM. Russ's efforts as Treasurer have been invaluable to the organization and a great deal of gratitude is owed to him. Therefore, on behalf of the Museum, I want to offer Russ a sincere and heartfelt thank you!!

Another major effort currently underway is the revision of the MTM bylaws. This is a significant project and is being spearheaded by **Jerry Leimer**. Jerry serves on the Board of Trustees and has spent countless hours on this project that, once completed, will allow the MTM to be a stronger organization in our highly competitive environment. This effort is expected to continue through the fall months.

We received great news in early September when the City of Stillwater granted us a new 32-year lease for Northern Pacific Locomotive #328. A hearty thank you is offered to **Mayor Kimball**, the Stillwater City Council and their City Administrator, **Nile Kriesel**, for their efforts in continuing the partnership between their city and the MTM.

And if that isn't enough good news on the steam front, then you will be pleased to know that we are in final discussions with the City of Saint Paul

and their Parks and Recreation Department on a deal where we will have to opportunity to purchase, for a dollar, Northern Pacific Locomotive #2156. As you may know, this steam locomotive is the one that sat in Como Park until 1980 until it was leased to the MTM. It has been located at the Jackson Street Roundhouse in recent years. Once it is in our ownership, the Railroad Division has plans to begin restoration of this beautiful engine back to operating condition.

Fundraising continues to be a top priority for us and we are in the process of developing the "tools" to get the job done. The above mentioned efforts, along with a vast number of other endeavors, are all part of the "toolbox" we are assembling so that we can effectively communicate with funding organizations. If anyone has experience in fundraising and is interested in being part of this exciting process, please do not hesitate to give me a call or drop me a line. Any assistance will be appreciated.

As part of the long-range fundraising plans, the establishment of an endowment fund is a priority. Such a fund would provide the MTM with a long-term steady funding source for special projects, renovation efforts and other costs and would lessen the burden on the operating attractions to raise revenues for both operations and renovation projects. Part of the development of an endowment fund will be the establishment of a program to seek and accept bequests from

members and interested parties so that they may remember the MTM in their wills and estates. This program would provide these individuals with an opportunity to continue their support of valuable efforts and programs even after they are gone.

Just as valuable as fundraising is the MTM's continuing effort to attract and retain volunteers. As said by many, volunteers are the lifeblood of our organization and we should all be continuously seeking opportunities to reach out to new organizations and individuals and encourage them to become part of the "MTM Family". The more volunteers we have, the stronger we are going to be and our efforts will become even more enjoyable. As the operating season comes to a close, I encourage each of you to reach out to people or groups that you know in the coming months and tell them about the wonderful volunteer and educational opportunities awaiting them with the MTM. It will be worth the effort.

As I said, things are busy. This has just been a partial listing of what is going on. Remember, if you are interested in being a part of this or any other MTM project or program, just give me a call at 651-228-0263, extension 3101. I encourage each of you to become a part of this very exciting effort. I guarantee that it will be rewarding.

Keep up the good work and always keep in mind that, even though the operating seasons are over, volunteer assistance is always needed.

Thank you!

Bus #1399 doesn't get out of state very often, but made it to Osceola for the National Model Railroad Association convention. Burt Foster photo.





The exterior is done except for the details--the olive green rubrails just above the green skirting and the Lifesaver fender under the front platform. John DeWitt photo.

TRACTION REPORT

- Louis Hoffman

Annual Appeal and other donations

The 1999-2000 Como-Harriet Streetcar Line Annual Appeal is finally enclosed. And we have a long way to go to reach last year's total of \$11,975 from 76 members and 57 memberships, let alone the impressive 1997 total of \$13,090 from 112 members and 84 memberships. Please give - with major track work, the restoration of #1300 and Winona #10, and a possible Lake Street extension down the road, your generosity has never been needed more.

Pledges for the acquisition and transportation of Winona #10 total \$2,410. Additional donations have been received from **Anthony J. Bauman**, **John Eikum**, **Doug Johnson** matched by The St. Paul Companies, **Robert R. Johnson**, **Paul Libera**, and **Richard L. Stokes, Jr.** Total costs for acquisition and transportation to date are substantially more - over \$10,000. This means that the rest must come from the already financially strapped Traction Fund - unless more donations are received from members. **Blair Dollery** made a donation to the PCC Fund. An additional donation in memory of the

late **David Boone** was made by **Dennis and Sandra Rasmussen**, bringing the total donated in David's memory to \$1,225. The Traction Committee voted to dedicate this amount, along with the **Al Jensen Memorial Fund**, to the **TEA-21** matching fund, a total of \$1,870 - which will leverage an additional \$7,480 if we are successful in securing **TEA-21** funding, for a total of \$9,350. In addition, the Committee decided to name the north and south siding switches **Boone Switch** and **Jensen Switch**, respectively. Appropriate signs will be made and installed next spring. Finally, we received a \$500 donation from **The Medtronic Foundation** from its **Time 'N' Talent Fund** in honor of the volunteer work of **Michael J. Miller**. Thanks to one and all.

Another PCC first

In the last *Minne Gazette*, we reported that #322 made its first trip under its own power from the **Linden Hills Car barn and Shops** to the **Linden Hills Station** on June 1. On June 15, #322, with **John DeWitt** as motorman and with **Neil Howes**, **George Isaacs**, **Jerry Olsen**, and **Phil Settergren** back seat driving, made it all the way to **Lake Calhoun**, ostensibly on a "garbage run" - taking car barn garbage to the **Park Board dumpster** north of the archery

range. The crew from the just-completed charter that morning, **Louis Hoffman** and **Heather Worthington**, came along for the ride and a good time was had by all.

NMRA visit

As many of you know, the **National Model Railroad Association** held its 1999 convention in **St. Paul** and various divisions hosted delegates on field trips throughout the **Twin Cities**. A group of 62 delegates visited the **Minnehaha Depot** and the **Como-Harriet Streetcar Line** on July 23. At **Lake Harriet**, we ran a standard two-car operation. #322 was available for viewing in the car barn along with videos and other displays of the restoration and hot and cold beverages and cookies were served. The group was ferried about aboard our **TCRT #1399** driven by **Ken Holley** and arranged by **Motor Bus Operations Superintendent Ken Luebeck** with **General Superintendent Jim Vaitkunas** as the host. **Corbin Kidder** hosted the group at their visit to the **Princess**. Operations at **Lake Harriet** were planned by Jim and supervised on-site by **Senior Superintendent Louis Hoffman**. The crew consisted of foremen **John Kennedy** and **Hilmar Wagner**, operators **Carl Barthelemy** and **Dave French**, station agents **Aaron Isaacs**, **Russ Olson** and **Stan Scheuerman**, flagman **Clyde Stephens**, and car barn hosts **John**

DeWitt, Neil Howes, and George Isaacs.

General Services Department

The Traction Division held four one-hour charters for the Five Districts Partnership, a two-week summer program consisting of students from the St. Paul Public Schools and four east suburban districts. The theme for this year's program was transportation and an important component was a field trip to the Como-Harriet Streetcar Line. Each charter, for about 50 students, involved a 25-minute streetcar ride and a 25-minute carbarn tour during which time the students learned about the rise, fall, and return (we hope) of electric traction in the Twin Cities through our collection of streetcars and about the history of streetcars in the Twin Cities and the important role that history played in the growth and development of the Twin Cities. Thanks to Harold Dalland, John DeWitt, Rodger Gardner, Louis Hoffman, Patricia Jones, Russell Olson, and Jim Vaitkunas for staffing these four special charters. By the way, the total number of charters for 1999 as of Labor Day was 49.

Physical Plant Department

Many of our visitors comment on the flower gardens at the Linden Hills Station and the generally well-kept appearance of our property. Much thanks must go to Mike Buck, Karl Jones and others who regularly engage in this unsung work. On one of many

MTM members have recovered 25 TCRT overhead wire pole caps. Cast in TCRT's own foundry, they and the poles until recently held up fences around three North Washington Avenue scrap yards. Note that they stayed in place because of large wood dowels riding loose inside the post. Richard A. Krebs photo.



This bit of low key advertising was fabricated by Chris and Heather Worthington for the Minnehaha Depot, following the success of similar signs at Lake Harriet. Louis Hoffman photo.

hot and humid mid-July day I personally witnessed Mike manicuring the right-of-way at the archery range curve.

Transportation, Safety & Training Dept.

A hearty welcome to our new volunteers: motormen Tom Beaumont, Kevin Christianson, George Edwards, Roland Ehrenberg, Bud Goldstein, Patricia Jones, George Ketsonas, Kathy Kullberg, Howie Melco, Shellie Specter, Chris Van Meter, Jeff Wabik, and Dave York, and station agents Paul Kampe, Mary Luczak and Stan Scheuerman. And a hearty thanks to the instructors and inspectors who oversaw the training of this unprecedentedly large group: Superintendent John Kennedy, Assistant Superintendent Dave Culver, and many others. And special thanks to the Southwest Journal, whose article about the joys of volunteering at the Como-Harriet Streetcar Line last winter made this large class possible.

Streetcar body visited

-Jim Vaitkunas

When the streetcars were abandoned in 1954, Twin City Lines sold a large number of bodies to individuals for use as sheds or cabins. Over the years MTM has found many of them and recovered parts. As they have deteriorated, we have heard from some of the owners.

The most recent was #1811, located in Winsted. Several of us went out to look at it.

#1811 was one of the cars converted in the 1930's to steel sides. The car was not in as good condition as originally reported. The entire front end is missing from the floor to roof. The car was covered with a shingled roof so we guess that the roof is in good condition. We could not easily get under the car to take a look at the underside. Some of the windows are missing and/or were butchered but the exterior is in fairly good condition. Much of the exterior was covered in sheet metal and other material. Of course, some of the steel side sheets are rusted. The interior woodwork is in pretty good condition. The car was a one man/two man car. Some hardware is still in the car, including a mysterious set of window bars inserted into one of the side window openings. The car has no seats or inside railings or stanchions. Both bulkheads are intact and in good condition. It was hard to see all of the interior because of the stuff stored inside the car. Much minor hardware still in the car such as push buttons, strap hanger railings, destination sign mechanisms (with no roll signs as far as we could tell). So, unless something interesting develops in the next year this car is probably destined for demolition. The owner wants to get the car off his property by the summer of 2000. He agreed that we could either take the car intact or if we didn't want it, to strip it of parts we might need before it is demolished.

Minnehaha Depot

-Corbin S. Kidder

The scheduled 1999 season at the Princess Depot ended about 5 pm Labor Day. As of that time, we 12 volunteers had spent 184.75 hours at the Depot, met 2869 people on 25 days, and taken in about \$800, about \$700 of it gross revenue. The high points of the season were the successful, if brief, NMRA visit, and Norway Day on July 11th when over 288 people came through the Depot.

Miscellaneous gleanings

The right of way South of 46th Street has now been signed over by CP Rail to the Mpls Park Board; however CP Rail retains ownership of the tracks and retains operating rights down to 50th Street. It seems to be the clear intent of C P Rail to continue to spot their business cars on the site. They have also

said that they will look at the track south of Nawadaha Blvd. and may be able to do some weed-eating and possibly minor trackwork as needed. They will let us know.

The Park Board will be reconstructing Minnehaha Avenue in the Park, probably in the Spring. We do not have a firm schedule for this. We hope that it will be completed prior to the 2000 season, but the likelihood is that it will not be done by then. The construction plans of the Park Board call for work to start at 54th Street and work North to Nawadaha Avenue.

MN DOT will definitely be

commencing highway construction - initial tree-cutting and earth-moving work near the Longfellow House has already been started. This work will continue into the Fall and Spring - we do not have a definite schedule from them, but their activities are not expected to impact the Depot at this time.

The Minnesota Historical Society architects have visited the site several times. Their evaluation and work plan should be submitted shortly. MHS Staff people believe that their work is unlikely to start before Spring; however I have suggested that because of the other work certain to be underway then it would be desirable that some of the

MHS exterior painting and roof work be done this Fall if possible. In this connection, it has been noted that some of the ornamental trim on the roof peak has blown off; some pieces of trim remain in place but are in danger of falling off at the next high wind; MHS will be informed.

There is a real possibility (I'd call it 50/50 right now) that our season at the Depot may have to be delayed (or possibly eliminated) next year. It is our hope that this can be avoided - but the amount of interference from the three construction efforts will not be clear until after some meetings with MHS and the Park Board. These are planned but not yet scheduled. They will be attended by several affected departments and sites, including the the John H. Stevens House Director, **Tamara Truer**.

"Site Cards" from the Minnesota Historical Society have been ordered for the year 2000 season. These will contain the revisions correcting the MTM area code and mentioning the role of MTM volunteers.

Once again, we wish to acknowledge with thanks the volunteer participation of **Fred Beamish, Bob Branchaud, Maryellen Digre-Mueller, Ric Hagen, Scott Heiderich, Louis Hoffman, Paul and Richard Krebes, Bill Marshall, Jim Otto, and Walt and Cory Strobel**

Today the shutters were back on the Depot. Coincidentally, this was also the last open day of the season at the Stevens House. The Princess Depot, like the Stevens House, will continue to be open occasionally by appointment for tour groups and special events.

Although the Princess is closed for the season, a brief reminder that East Minnehaha Parkway will be closed for close to two years between 39th Avenue South and Minnehaha Avenue for construction of the Hiawatha Avenue land bridge over the Parkway and the new bridge over Minnehaha Creek. You can access Minnehaha Avenue to get to the Princess from East 46th Street.

NOTES ON THE WINONA STREETCARS

-Jerome Christenson

Reprinted by permission from a story in the Winona Post.

Winona's last streetcar will roll again, but don't get in line for your ticket quite yet, getting "Old #10" back on track will take a while. The Minnesota Transportation Museum, a non-profit, all volunteer organization dedicated to preserving and operating the trains, buses, boats and trolley cars





Opposite and above: Builders photos of #10's identical sister, #12. St. Louis Mercantile Library collection, courtesy of Russ Olson.

that moved the public from place to place in years past, has located and purchased what may be the last of Winona's trolley car fleet.

Restoring the car will be no small undertaking. Over the 60 years after it made its last run, the car has been stripped of wheels, motors, seats, controls, and virtually everything else removable. The process will begin with the entire car being disassembled, and each part examined for soundness. Structural members that need to be replaced will be re-fabricated.

Meanwhile, all the car's missing components must be located or replicated, and then the entire collection assembled and tested before it is put on the schedule to run on the Museum's trolley tracks in Minneapolis, a process that could take up to seven years.

Winona County Historical Society Director **Mark Peterson** said he was pleased to hear that the Transportation Museum had acquired the historic streetcar. He admitted that while it would have "been nice" for the car to have stayed in Winona, the local historical society cannot match the experience and resources that will now be brought to bear on restoring the car. "They will be operating it. That's something we could never have done locally," Peterson said, "and we'll be able to go up and ride on it."

The last time anyone took a ride on "Old #10" was July 22, 1938. "I felt kind of lonesome all night," **Joe McCormack**, motorman on #10 told a Winona Republican Herald reporter the day after that final ride, "It was strange not

meeting any other streetcars. My car was the only electric one left in service"

But business was better than usual on his run that last night. "I could see quite a few waiting through the night to let the buses pass and get on my car. Lots of people got on downtown and rode out and back, just for their last ride," McCormack said.

Then at 11:30 pm, at the end of the final run a delegation of Junior Chamber of Commerce members boarded to help McCormack drive the car to the car barn

on its final trip, marking the end of the 55-year-old transportation system. As an eyewitness reported, "The bell was clanged loudly, windows broken and seats upset as the car went east on Main Street and then was switched for the last time south on Johnson."

In the 1880s Winona was booming. Fueled by railroads and lumber, the city was stretching east and west along the river, providing homes and jobs for thousands of new residents. But as the city grew, getting around became an ever greater challenge, and it was soon apparent to the city fathers that a public transportation system was needed.

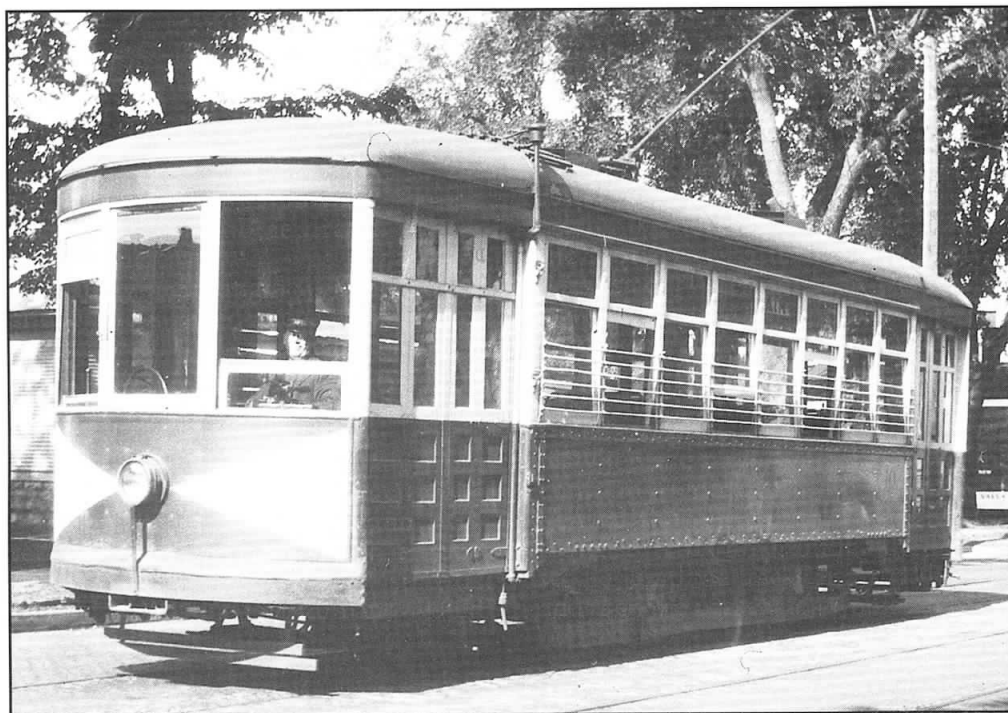
So, in 1883, a group of substantial Winonans organized themselves and their resources and approached the City Council and on May 1 were awarded a franchise to build a horse-drawn railway from the Wagon Works on West Fifth to the Winona Lumber Company at East Third and Chatfield, with a line connecting the Chicago, Milwaukee and St. Paul Depot at Mark and Center streets with the Chicago and North Western at Huff and Second.

Ground was broken September 21 on West Fifth Street and construction continued through the fall and winter. Stables for 36 horses were built at Third and Mankato to house the motive power and by Thanksgiving the first 8 cars for the horsecar line were delivered.

The investors decided to make the new line a Christmas present to the City with the inaugural run slated for

#10 in service sometime in the 1920's. Winona County Historical Society collection.





#10 in the early 1930's. The two-color end scheme was later repainted solid orange. MTM collection.

Christmas Day. But a Christmas Eve snowstorm blocked the tracks delaying the start of service until a portion of the track could be cleared. Eventually, one intrepid driver and determined steed bucked their way from one end of the line to the other, officially opening the entire line.

The horse-drawn cars were an immediate success, promising a good return on the \$40,000 investment. Fares were a nickel, cars were unheated and ran from six in the morning until 10:30 at night. One horse pulled the car for a circuit of the route, then was relieved and walked to the stable to rest.

But the horsecar days were numbered. Electricity-tireless, manure-less, oat and fodder free-could move larger cars twice as fast as Old Dobbin on a good day. In 1891 electric wires began to be hung over the streetcar tracks and on January 21, 1892 the first electric streetcar, #12, rolled west from Main and Third, horseless, carrying the Mayor, City Council and **Senator J.A. Tawney** on its inaugural trip.

The electric cars improved upon the success of their horse drawn predecessors. The system was expanded, eventually including a wooden trolley bridge across Lake Winona at the foot of Dakota Street. To encourage patronage on this line, for a time the street car company offered free movies on the far side of the lake on summer evenings.

H. Glenn Berry, a motorman from 1926 until he was assigned a city bus when the streetcars line closed in 1938, recalled life on the rails in a 1969 newspaper interview. Berry said he worked at Watkins in 1920's and would

often look out a window and watch the streetcars clatter along Third Street. "I'd think to myself 'running one of those things looks like it would be a pretty good job,'" Berry recalled, and finally, in October 1926 he signed on as an extra motorman.

As a new motorman, Berry was given four hours of training in the operation of the streetcar and familiarization with the routes then sent out with a load of passengers to fill in for a driver who couldn't make it to work. "I think I started out at 48 cents an hour, but the pay was raised a couple of cents a year or so later," he said. The procedure was fairly direct. Stay on the tracks, stop at the stops.

When the car reached the end of the line the motorman got out, swung the 13 foot-long pole that carried the electricity from the overhead wires to the car's electric motors around from one end of the car to the other, then go back inside, unhook the fare box and controls, carry them to the other end of the car, ring the bell and go back the other way.

The peak times would find two cars running the same route one directly behind the other. "The big rush was for the North Western Railway shops," Berry said. "When the men were going to work we'd probably be carrying 80 - 90 in a car. A lot of them would get off at West Fifth then walk up the tracks to where they were working."

On special occasions, a big ball game or when the circus came to town the company would hitch open trailers behind the regular cars to carry the crowds. "From time to time the trailers would jump the tracks at a switch point and then the passengers would all climb

off, lift the trailer back on the tracks and resume the trip," Berry told.

Winter posed challenges as well. "We had one trolley unit equipped with a big revolving brush that was operated by one man over the entire route to remove the snow from the tracks," Berry said. Ice was a more serious problem. A sand spreading device was installed on all streetcars to drop sand on the tracks when traction on the steel rails became difficult. To keep passengers reasonably warm, every car had a coke burning stove at the rear with a blower fan attached to circulate heat. It was the motorman's duty to get the fire started and keep it going the duration of his shift.

Snow and ice wouldn't stop the trolley, but the automobile would. As private cars became more common demand for public transportation slackened. Forced to follow steel tracks, trolley lines were literally set in the pavement, but city buses could run to any neighborhood at any time with no further investment. The streetcar couldn't compete.

ONE LAST JOB FOR AN OLD STREETCAR

-Louis Hoffman

While visiting Como Park in June, I noticed what looked like a streetcar body serving as the office at the Como Park miniature golf course. It looked too authentic - and battered - to be a replica. It was red with five windows, large platforms, and no window sashes. Upon further inspection, it was the real thing. But where did it come from? On a later visit, the car was painted yellow and had some window sash. It then became obvious what it was - a TCRT steel-sided car with about 25 feet (eight windows) cut out of the middle. I contacted the owner, **Tom Nunciata**, of Roberts, WI, and learned that it was TCRT #1468 and that it had been truncated by order of the City of St. Paul in exchange for permission to use it as the office for the miniature golf course. He plans to restore it cosmetically and the Museum has offered its assistance to ensure that it's done right - in exchange for which our brochures are available there.

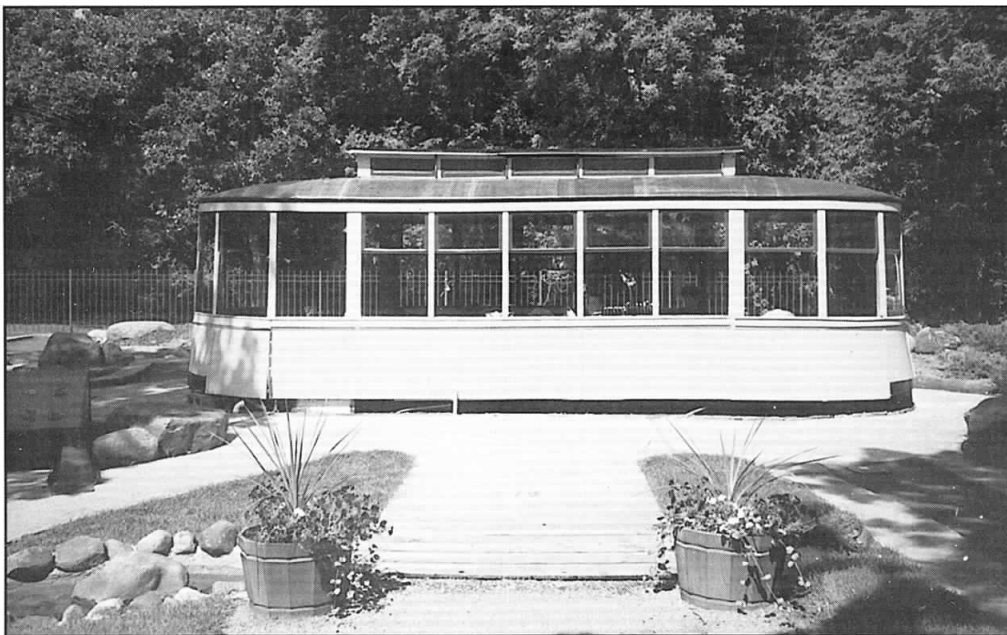
Here's what we know about #1468, all from Electric Railways of Minnesota by Traction Division historian **Russ Olson** and from Twin City Lines Assignment of Cars, 1909-1954 by Toronto member

Edwin H. Nelson. While this is a lot of information about a streetcar we don't own, it's an interesting biography of a typical TCRT streetcar in its 43-year life, something that's rarely reported in these pages. #1468 was one of 35 Class K-8 streetcars, #1451-1485, completed at Snelling Shops in January and February 1911. This series had Twin City #6 trucks, General Electric type 216 motors, a 17:69 gear ratio, K-37-C controllers, and weighed 46,200 pounds. #1468 was completed on February 8 and had a St. Paul license for use on the Como-Harriet and Snelling-Minnehaha interurban lines.

The car assignment list of April 29, 1912, showed #1468 assigned to the East Side Station (now Superior Plating Company) on N.E. 1st Avenue in Minneapolis. The October 13, 1921 list still showed it at East Side but by the publication of the May 30, 1923 list it had been reassigned to Snelling Station. It was rebuilt as a front-exit gate car, replacing the motorman's door with steps and a single-stream folding door, by December 13, 1923. As of December 1, 1932, front-exit gate cars at Snelling were assigned to the Minneapolis-St. Paul interurban line and to rush-hour service only on the Dale-Phalen, Grand Avenue, Hamline-South Robert, Merriam Park, St. Clair-Phalen, and Snelling Avenue lines. By January 1, 1934, it was used only on the Interurban line and in rush-hour service on the Hamline-South Robert and Merriam Park lines.

The car was transferred to Lake Street Station in Minneapolis on

Sometime in the late 1940's, #1468 approaches the end of the Camden Line at Bryant and 52nd Avenue North. MTM collection.



If TCRT had ever build a single truck standard car, it would look like the truncated shell of #1468, now the miniature golf ticket office at Como Park. George Isaacs photos.





#1468, with Fred Ossanna at the controls, leads the last day trolley parade on Hennepin Avenue. The cars had all their seats replaced with tables and everyone had dinner. Departed MTM members shown here are Bob Schumacher at far left and Robert Macnie at far right. Both MTM collection.

February 7, 1934 for use on the Selby-Lake and 7th-Minnehaha-Plymouth lines. It was rebuilt for one or two-man operations, like #1300, with front and rear double-stream folding doors, by September 18, 1935, remaining at Lake Street. By October 1, 1940, #1468's wood side and end sheathing was replaced with 1/16 inch steel plate, the end sheathing being sloped to present a streamlined appearance (287 cars were given this treatment between 1938 and 1950 when, upon rehabilitation, the wainscot was found to be rotting). Little is known about its specific assignments from this time onward. But lines operating out of Lake Street included Bloomington-Columbia Heights,

Chicago-Fremont-Penn, Fort Snelling-Minnehaha-Plymouth, Selby-Lake, 6th Avenue North-East 25th Street, 28th Avenue South-Robbinsdale, and 34th Avenue South-North Bryant.

On July 11, 1953, buses replaced streetcars on the Chicago-Fremont-Penn and Selby-Lake lines so Lake Street had a large surplus of cars. As of August 21, 1953, #1468 was listed as crippled and in temporary storage at Lake Street. It was repaired toward the end of October 1953 and transferred to East Side for use on the Como-Harriet line.

Its last official duties came on June 18, 1954, the last day of regular service. A luncheon publicity parade featured the best-looking steel-sided cars: 1328,

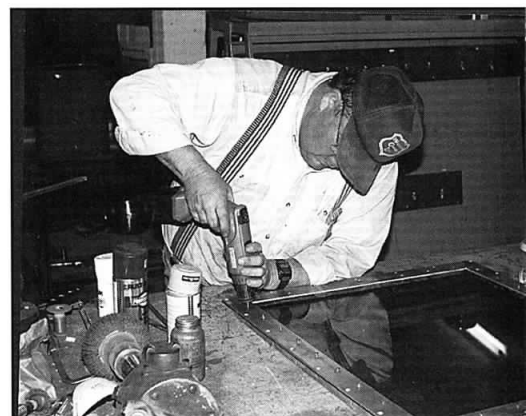
1468, 1628, 1678, 1686, 1762, 1782, and 1819. Seats were rearranged and tables were installed on all cars except for #1328, which was added to the line-up at the last minute. The parade was led by #1468. Sharp-eyed observers will note that the streetcar lying on its roof and being torched by **Fred Ossanna** in the videotape *One More Ride* is numbered 1468. According to Russ, it's not - "1468" was painted on the side of the damaged #1296 because it was the first car in the last parade. The body of the real #1468 was sold to Transportation Sales Company on July 19, 1954.

Thanks to **Russ Olson** for gathering this life story of #1468.

RAILROAD DIVISION REPORT

-Dick Kolter

The railroad division's business car, the A-11, is back in service after an intensive restoration operation during the winter of 1998-99. The A-11 is a former Great Northern car with a rear platform. The car was used in first class service during part of the 1995 season and was well received. However, at that time, it was determined that in order to keep the car in this type of regular service it would need much work in several areas. The car's lounge looked very nice, but most of the mechanical systems, including the toilets, worked only infrequently so we weren't able to provide a true first class service.



The A-11 is back in service. Back in February project foreman Tim Tuggle assembles one of the window units with new FRA approved glazing. Top left: #A-11 during mid-surgery at Jackson Street. The patient fully recovered and looking splendid at Osceola. Tim Tuggle and Phil Wellman as the First Class crew. Eric Hopp photos.



The car was returned to Jackson Street to await an extensive overhaul. Without a lot of volunteer help available and not much money, the car sat mostly idle for two years. Then during a vandalism incident at the roundhouse during the winter of 97 much more damage was done to the windows and fixtures of the car. Fortunately there was insurance and thus now some money to do work, especially the much needed windows. Also, fortunately, there was an individual, **Tim Tuggle**, who was interested in seeing the car run again.

About this time **Dave Ahlgren** became superintendent of the division and made it one of his goals to get the car back in service during the 1999 season. **Tim Tuggle** then worked on convincing the board of directors to put additional money with the insurance money so that work could begin. He volunteered to be the car's "caretaker" and to coordinate the work. Approval was received and Tim and **Paul Dalleska** worked out a plan of what had to be done. Paul began ordering the necessary parts for the mechanical equipment and the toilets while Tim worked on the cosmetic things including the windows.

Also about this same time **Eric Hopp** accepted the new position of yardmaster which entitled him to help plan the maintenance and restoration work that was going on around the Jackson Street Roundhouse. With his new appointment Eric was now able to volunteer to work on all projects and use every minute of his free time. Eric began putting out a work list that was delivered to all division members by E-mail or the MTM Semaphore. Eric had an interest in the A-11 so by including it prominently in his work lists, he generated more interest and slowly, at first, things began to happen. Tim was always there, many times alone, to help coordinate things.

The first major job was the windows. It was decided that those that weren't broken in the vandalism were not good enough to keep so all of them were removed and new FRA type II safety glass was ordered. In December the windows and their aluminum frames were removed and taken into the heated work areas of the roundhouse. Many screws and spacers had to be removed to get the old and broken glass out of the frames. Work for new toilets began in the car. A bedroom was modified to house a toilet and some of the propane tanks located under the car were removed to facilitate placement of



In July, #559 hauled an 8-car special to Maple Island. It is shown passing through Copas and at Maple Island. Eric Hopp photos.



a holding tank for the toilets. Most of the equipment runs on propane but since all of our trips are short we didn't need as much storage space for propane and we did need the toilet holding tank. Also a battery box was relocated.

In January the new window glass arrived. The frames had to be cleaned and polished. Spacers and the rubber gaskets had to be cut to fit. The new rubber gaskets, that went all around the glass between the glass and the frames, turned out to be a real difficult job. They had to fit perfectly so they didn't leak. All the corners had to be notched and trying to cut the resilient, stretchy, rubber was difficult. The spacer strips to hold the two parts of the frames apart were bakelite which had all

broken up over the years. These were replaced with plexiglass spacers. Many people tried to help on putting these windows together and many of them quickly volunteered to do "anything else". A few people got good at it and finished all of them in time.

Toilets were a major part of the restoration. In years gone by railroads were able to get rid of toilet waste directly onto the roadbed, but not any more. **Todd McGonagle's** company in St. Cloud made the stainless steel holding tanks that were installed on this car and also on the 1213. The tanks arrived in February. Making the tanks fit in the space available, and making brackets to hold them, was done by **Rich Colopoulos**. Many people worked

on the toilet installation and preparing the rooms where they are located.

Work on the A-11 slowed somewhat during the late winter and spring as it became necessary for all of the volunteer help to work on the equipment that had to go to Osceola for the 1999 operating season. Eric and Tim kept one eye on the car, continued planning, and ordered all remaining needed parts. **Phil Wellman** did some work on the electrical system. Phil also has taken an active part in much of the other work. Immediately after the shuttle move to Osceola in May, time became available to continue. The goal now was to have the A-11 ready to go when steam locomotive 328 went to Osceola for the steam season.

Two months of intense work finished the car and had it ready for the trip to Osceola. All of the reglazed windows were installed. The toilets were finished and much interior cosmetic work was done. The mechanical systems, the air conditioning and electrical generator, saw extensive work during this time. **Mike Gamble** and **John Geisel** put in many hours making this equipment work. **Eric Hopp** sealed and repainted the roof. **Todd McGonagle** replaced the steel railings on the platform end of the car with stainless.

And very importantly for the appearance of the car it had to be repainted. In July a professional painter, volunteered his time to do the job. It was said that he originally was interested in painting HO equipment but that this car would do as a replacement. After the painting **Eric Hopp** attended to getting the lettering and striping done. When the 328 made the shuttle move to Osceola the A-11 was ready and went along. Thus in 1999 first class service was restored on the Osceola and St. Croix Valley Railway.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

The activities at Jackson Street in the first half of 1999 centered around the special event where Thomas the Tank Engine came to the Jackson Street Roundhouse, Bay D opened publicly for the first time, and the operating railroad equipment was readied for transfer to Osceola.

Early summer activities focused on reassembling Steam Engine NP 328 in preparation for its operating season,

Negotiations are underway to acquire Northern Pacific Q3 4-6-2 #2153. Currently displayed in East Grand Forks, it is identical to MTM's #2156. Eric Hopp photo.

and restoration of the GN A-11 heavy-weight car to road ready condition so, it too, could travel to Osceola with the 328 in July.

Museum activity

The Jackson Street Roundhouse Museum, located in Bay D of the roundhouse, has continued to be open during the summer on weekends, and for special event tours during the week. Visitation has averaged about 100 people per weekend with good activity in the gift shop. The JSRH Associates, consisting of **Bob Branchaud**, **Bill Marshall**, **Les Leonardson**, **Noel Petit** and **Jim Welton**, meet alternate Wednesday afternoons developing ideas and concepts and exhibits for the roundhouse. Leadership of exhibit development continues under the direction of **Noel Petit**. Volunteer coordination is under the direction of **Sharon Hanson**. Gift shop is under the able management of Charles Barthold.

The following exhibits have been added to the roundhouse: a railway post office exhibit, the Conductor **George Sweeney** exhibit with display of his uniform, a scale model steam engine, an improved CTC exhibit, automatic telegraph, an interactive welder exhibit, a radio scanner system, and a NP Dining Car waiter in uniform. A pot-bellied stove has been added to the Rutledge Depot, and the NP snowplow is now open for viewing via stair access. A small wooden model of a NP locomotive, constructed by **Fred Gumm** (Judy Garland's uncle) was rediscovered in the JSRH archives and is now on display.

A second CTC control panel board was acquired from the Milwaukee Road Heritage Center at Montevideo, coordinated by **George Bergh**.

JSRH has had tours by the Northern Pacific Historical Society and the National Model Railroad Association.

Museum hours are Saturday 10:00 am to 5:00 PM, and Sunday 1:00 PM to 5:00 PM, and by special arrangement. Information related to exhibits and or questions may be directed to **Noel Petit** (612)330-1061.

For volunteer opportunities or information, call Sharon Hanson at (612)879-5008, or e-mail sharon.hanson@co.hennepin.mn.us.

Rolling stock

The restoration and return to service of business car A-11, was directed by the yeoman effort of **Tim Tuggle**, with tremendous support by many MTM members. Windows were replaced and the exterior repainted. The interior was repainted, and the water system made operational.

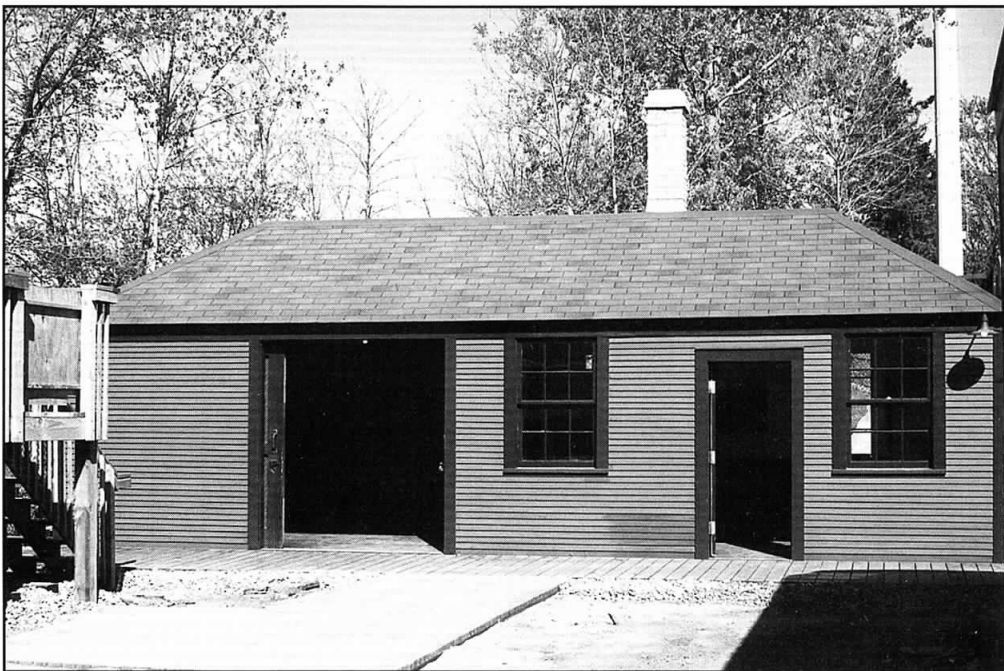
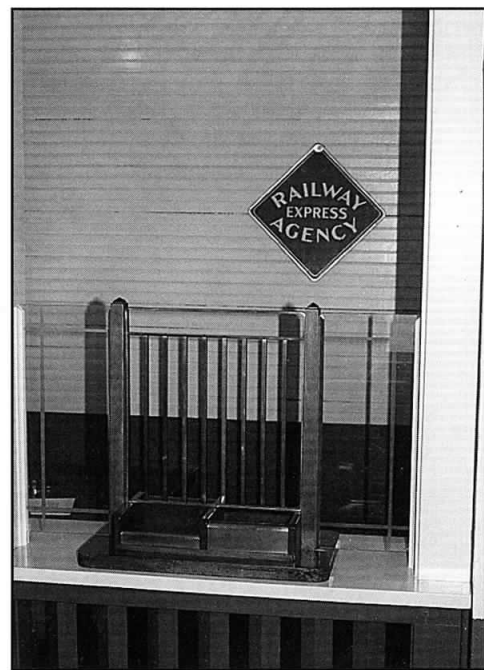
The Burlington Doodlebug 9735 has been readied for transport from the Minnesota Commercial Railroad to the Jackson Street Roundhouse yard. FRA defects have been corrected: hand rails are fixed, the coupler cut lever repaired, hand brakes made operational, back stirrup straightened, journals repacked, and journal bearings inspected. Repair work was performed by **Eric Hopp**, **Keith Skeivik**, **Phil Wellman** and **Mike Gamble**. Movement of the Doodlebug now will be coordinated by the host railroads.





More sights to see action Jackson Street. The model Twin Star Rocket is now in Bay D, surrounded by a variety of other displays. The restored Northern Pacific Rutledge depot sits next to the new east side parking lot, its original ticket window still intact. Eric Hopp photos.

The 328 Steam Engine: Having been dismantled for its annual boiler and flue inspection, the 328 was repaired and reassembled. Three stay bolts were replaced. A new boiler flue was installed by the Morehead Boiler Company. Volunteers put many hours into the reassembly. **Ward Gilkerson** as an experienced 328 veteran, spearheaded much of the process. **Bob and Andrew McNattin** worked on testing and reinstalling the draw bar. **Mike Matson** repaired 328's windows and worked on stay bolts. **Eric Hopp** and **Mike Alfveby** cleaned mud rings. **Mike Gamble** and **Dave Wantz** replaced stay bolts. **Bob Gross** cleaned stay bolt threads and machined plugs for the leaky flues, as well as installing and testing them. **John Oliver, Ward Gilkerson, Richard Kasseth, Mike Schmitz** and **Dave Wantz** performed the hydrostatic testing. Fire grates were reinstalled by **Mike Gamble, John Oliver** and **Eric Hopp**, with final machine fitting of grates by **Bob Gross**. Boiler jacketing was installed by **John Stein** and **John Oliver**. Steam dome was reassembled by **John Oliver, Wes Barris** and crew. **Bob Gross** assembled the throttle. **Eric Hopp** and **Andrew McNattin** did smoke box reassembly. **Phil Wellman** installed safety valves and whistle. **Keith Skeivik** added know how and help with reassembly. **Morgan Christian** poured new fire brick. **Mark Engels** and **Andrew McNattin** inserted



fire brick. The fire-up crew consisted of **Mike Gamble, John Oliver, Robert Oswald, Mike Alfveby** and **Phil Wellman**. **Barry More** did air brakes. Others helping were **Mike Matson, Rich Colopoulos, Bob Hawkins, Mike Schmitz, Robert Oswald, Kurt Mahre, Dan Fortin**. Many people helped bring the 328 to its ready status, and off it went to Osceola with the A-11 in tow, a great effort!

The diesel equipment maintenance and repair continues under the able guidance of **Larry Schulte**. **John Peters** performed electrical repairs on the 559 at Osceola. The 101 diesel is getting new windows and a new paint job is in the wings. Windows were removed by **Todd Murray** and **Noel Petit**. **JJ Teskey** has worked hard at the job of cleaning 101 air boxes.

The Great Northern baggage car 265 (used on the Empire Builder) is now in renovation. The car had been stripped down and rusted siding cut out. The project is directed by **Todd McGonagle**. The car will function as a back up for the 1102. It will be handicapped accessible with handicapped toilet installed. A commissary will be installed with built in coolers for pop and food. An electric 240 volt single-phase generator will be installed in order to supply the electric needs of the 2604, 2608, and the 2230.

The Northern Pacific 2156 steam engine is being evaluated for restoration. **John Oliver, Lee Tuskey** and **Keith Skeivik** have started the process.

Required equipment COTS has been performed by **Nick Modders, Joe Fishbein**, and **Burt Foster**. **Nick**

Modders continues to ably take care of the many FRA reports.

Shop and equipment

Shop equipment repair and restoration continues. **Bob Gross** has repaired broken lathe motor mounts and broken cast iron parts. **Eric Hopp** and **Mike Gamble** are returning the power shear to operation by installing a new electrical disconnect box and cord, new starter relay and a new remote safety switch. The Hyster fork lift has had repair work by **Mike Gamble** and **John Geisel** making a smoother running machine. **Mark Engels** checked and inflated vehicle tires to their proper pressures, and also repaired a switch tie out in the yard. Bay A restroom has new wash tubs installed by **John Geisel**. **Randy Martinson** installed new valves on washroom equipment.

A special note about a new water pump impeller for the 1213. The diesel generator on car 1213 suffered a water pump failure. No replacement parts were available, thus **Mike Gamble** made a new part from scratch, and power was again available for the 1213 operation at Osceola. Also, an enginator is being overhauled by **Mike Gamble**, **Mark Engels** and **John Geisel**, and it will serve as a backup unit for the 1213.

A new truck acquisition has been spearheaded by **Bob Hawkins**. The Railroad Division is purchasing a 1993 GMC Topkick model, 215 HP diesel powered flatbed truck. It has an 18 foot flat bed, two top mounted and four under bed mounted tool bins, six speed transmission and 32,000 GVW. It has a hydraulic extension crane (IMT #4826) located behind the truck cab, with lifting capacity of 6400 pounds at 7.5 ft from centerline of rotation to 1920 pounds at 25 ft from centerline. The truck comes from ABC NACO, a railroad construction firm, of Verona, WI. The vehicle has 71,000 miles and is in excellent condition.

Yardmaster **Eric Hopp** does a marvelous job in coordinating and facilitating the many activities at Jackson Street. **Richard Kasseth** does a marvelous job of keeping order at Jackson Street. General help from **Mark Keech**, **Mark Dullinger**, **Marv Mahre**, **Blair Dollery**, **Kevin Chinnock**, **Chuck Dahl**, **Jan Edstrom**, **Thom Jesberg**, **Jerry Leimer** and others is greatly appreciated.

Roundhouse construction

The next major renovation project for Jackson Street Roundhouse is still in the pre-construction phase as of this



The YWCA's Asian Youth Group talked with Captain Chris Dovolis as part of the "Give 'Em a Ride" program. Bob Woodburn photo.

writing. Recall that this project involves post office garage tear down, new round house door construction and installation, surface water separation from sanitary sewer, demolition of the southwest loading dock, open concrete deck over tracks 22 and 24 in Bay D (track installation by volunteers), install rail in tracks 16, 17, and 18 of Bay C, heater installation in Bays D and C, install new lighting in Bay C, and provide a new underground power supply to the pole barn. MnDOT has the final construction plans for review, with the bidding process to follow. The actual start of construction has yet to be determined, and such a date may be influenced by the winter weather. Julie Snow Architects continue as the lead

architects. Project manager is **Wanda Sims**. The architectural subcommittee, consisting of **Art Pew**, **Wanda Sims**, **John Robinson** and **George Bergh** await the beginning of construction.

Preparation for construction on the site has involved clearing and sorting of equipment and materials by **Richard Kasseth**, **Eric Hopp**, and **Rich Colopoulos**. Much of the garage has been cleared in preparation for demolition.

On the east side of Jackson Street, the Duluth, South Shore and Atlantic RPO 101 is nearly completed. The interior is painted, and track lighting is in place. This car will be used for exhibiting photos and art collections.



The Rock Island Commuter Car 2529 has new windows, restored electric lighting, and a new floor is being laid. This car may be used as a lunch car or a meeting site.

Donation from Bandana Square

Railroad artifacts from Bandana Square have been donated to the MTM. Jeff Roberts, owner and general manager of Bandana Square, has donated the following items: a yellow baggage car, a Great Northern #454A F unit (no engine), a gondola car (a now rare drop-bottom style, thought to be from a local railroad), a steel sided CB&Q caboose (needing some immediate roof restoration), some wheel sets, crossing signals and miscellaneous track.

The F unit, even though gutted, is significant because it is one of three surviving Great Northern streamlined EMD "A" cab units, and it was probably serviced at Jackson Street. The yellow baggage is a former Great Northern car. While the car was locally significant, the car has badly deteriorated and not considered a candidate for the MTM collection since MTM already owns a number of baggage cars. Thus the car has been donated to the Gopher State Rail Museum.

EXCELSIOR REPORT

-Bill Graham

Upcoming events at Lake Minnetonka

-Volunteer recognition banquet. November 6, 1999, 5:30 p.m. Minnetonka Country Club.

-Annual Fund Raiser Banquet. April 15, 2000. Lafayette Country Club.

Frank Worms has donated a sailboat to MTM to be resold as a fund raiser. The boat is a wooden "C Scow" dating from the 1950's. It is in excellent condition and makes a find collector's item. Thanks to Mr. Worms for his generosity.

Boat ridership breaks records

Boat ridership in 1999 rose substantially from last year. As of September 19, a whopping 26,995 people had boarded Minnehaha during the 1999 season, filling 62% of the available seats. A reduced schedule ran through the second weekend of October. The increase reflects extensive advertising, active marketing to tour groups and extending the schedule to include Friday evening cruises. The new "Give 'Em A Ride" program, organized by **Bob Woodburn**, collected donations to offer Minnehaha cruises to under privileged children and adults.



A partial tour of the new Excelsior Streetcar Line. Karl Jones and Steve Finch board passengers at the Water Street end of the line. The same location viewed from farther east. Just west of the Morse Street grade crossing, the track curves through the Lyman Lumber Company parking lot, which occupies the county right of way under a lease. The east end of the line at Minnetonka Blvd. is at far left, as the line curves alongside the county trail. Bill Graham photos.

Give 'em a ride

-Bob Woodburn

It took **Brad Robinson** about 15 seconds to make up his mind. "Let's give 'em a ride" he responded when I approached him with the concept of sponsoring rides for groups of children and seniors that might otherwise never share the Minnehaha and Lake Minnetonka experience. And the GEAR program was born.

Marty McGlasson grabbed the concept and built a program. She got **Nicolle Sellers** on board and Nicolle made it all happen. When **Dan Gilbert** and **Barb Allen** heard about the program they joined as sponsors.

This summer over 600 kids and seniors were given rides on our steamboat. What a joy it was to watch the excitement and hear the laughter of the Ronald McD kids as they took their turns steering the boat.

Groups came from Harriet Tubman shelter, Phyllis Wheatly, Ronald McDonald House, Children's Home, Pillsbury House youth and seniors, YWCA Asian Youth, Minn Teen Challenge, Meadowbrook Collaborative, Volunteers of American Seniors, Ebenezer Senior Center, YWCA Beacon Program and Hennepin County Social services. Another twenty organizations were very interested but we could not accommodate them.

Next year we would like to expand the program and offer a ride to all the interested groups and possibly 2000 deserving people. We will need sponsors. Call **Bob Woodburn** at 612-474-4594.



New stability test findings

Before installing the new canvas awning over Minnehaha's upper deck, the Division retained former Coast Guard Captain **K.F. Franke** of Del Mar, CA, to evaluate the boat's stability under load. Franke conducted the test at MTM's dock in Excelsior on July 8, placing 23 drums of water on the port side along both decks. Minnehaha heeled over to a 12.5 degree list, just under the 14 degree maximum allowed list. Franke figured an average of 140 pounds per passenger, specified in federal regulation for boats in "sheltered waters presenting no hazards..." He concluded that no more than 95 passengers and a crew of 6 could be allowed on board, of whom no more than 40 could be allowed on the upper deck, and that no awning should be installed.



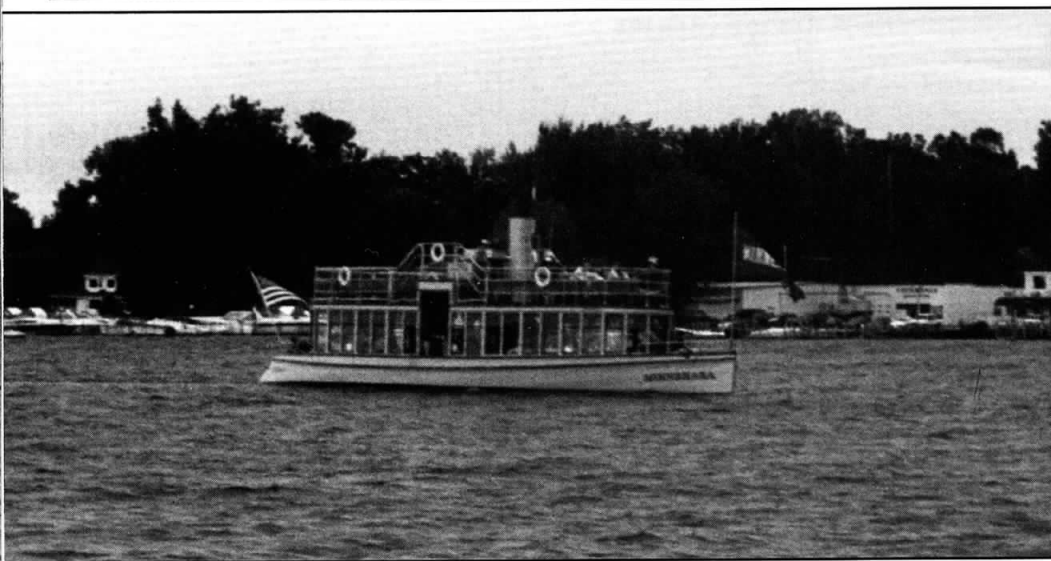
On a grey June day, Minnehaha maneuvers through Excelsior Bay and up to the Water Street dock. Eric Hopp photos.

Olson, Lori Hammond, Pete Weir, Doug Hultgren, Fraser Morse and others for helping to maintain the car and barn throughout the season.

Guard rails at the carbarn turnouts were moved closer to the stock rails so that 78 can run through them without danger of derailling. The last of MTM's artifacts stored in the former Clark Oil building were removed to the Excelsior carbarn prior to demolition of the Clark building in August.

In late September, Lyman Lumber Company began work on expanding their office building and parking lot. This directly involves the Excelsior streetcar track which runs between the new office and the parking lot. The project also will install overhead poles at either end of the track so that the trolley wire can be tensioned properly.

The Excelsior carbarn now has a complete, presentable, functioning lavatory, courtesy of MTM'er and plumber **John Anderson**. Indeed, the stool flushes, the sink runs both hot and cold water, and it is possible to wash one's dirty hands before leaving the building. John has put in many Saturdays installing plumbing and fixtures, hanging and taping sheetrock and piping in a hot water heater. He also procured the fixtures at no cost to MTM. Many thanks to John for making life a lot more pleasant for carbarn volunteers.



This amounts to a significant reduction in Minnehaha's carrying capacity and in her ability to generate revenue. The naval architect hired in 1996 had limited the load to 120 total persons of whom 60 could be allowed on the upper deck. The new stability findings became immediately binding on MTM for purposes of our liability insurance which becomes void whenever the established loading is exceeded.

Accordingly, the division council promptly adopted new standards for Minnehaha, limiting boarded passengers to 90 and the crew to four. Pursers and pilots are directed to verify the load before leaving the dock and continually to monitor the upper deck loading. Unless new information is discovered, Minnehaha will run without an awning for at least some time.

Excelsior Streetcar Line finishes first season

Car 78 gave an outstanding performance this summer, operating eight hours each weekend and carrying a total of 3,541 riders through September 12. MTM'ers volunteered in numbers to crew the operation. Thanks particularly to **Don Pribble** and **Gene Rein** for scheduling streetcar crews, and to **Mike Buck** and **Dave Culver** for conducting crew training.

Seasonal ridership was lower than expected, reflecting limited publicity and hours of operation. In addition, it was difficult to attract passengers from Minnehaha to walk the two blocks to ride the streetcar. The present trackage is invisible to potential riders in Excelsior's business district. The division is looking at ways to boost streetcar ridership next year, including packaging fares for the boat and streetcar, plus more aggressive marketing to tour groups.

Thanks to **Scott Heiderich**, **Eric Eaton**, **Karl Jones**, **Jim Willmore**, **Mike Miller**, **Tom Ambrose**, **Dave Irey**, **Chris**

#1239 restoration moves ahead

Bob Dumas and his restoration artisans, **George Ittner**, **Bob Badzinski**, **Jim Willmore**, **Bill Graham**, **Lori Hammond**, **Chris Olson** and others, are making MTM's third standard streetcar materialize before our eyes. Taking the direct approach in all things, Bob framed in the front platform with new sections of belt rail, a new anti-climber, new and used window sash and three new window posts. The crew also framed in the rear platform with one new post and a new belt rail section. From the vast stock of window sash garnered from several streetcar bodies over the years, enough good sash was found to glaze the entire car. These units need to be rebuilt, but they have been placed in their proper slots on board the car.

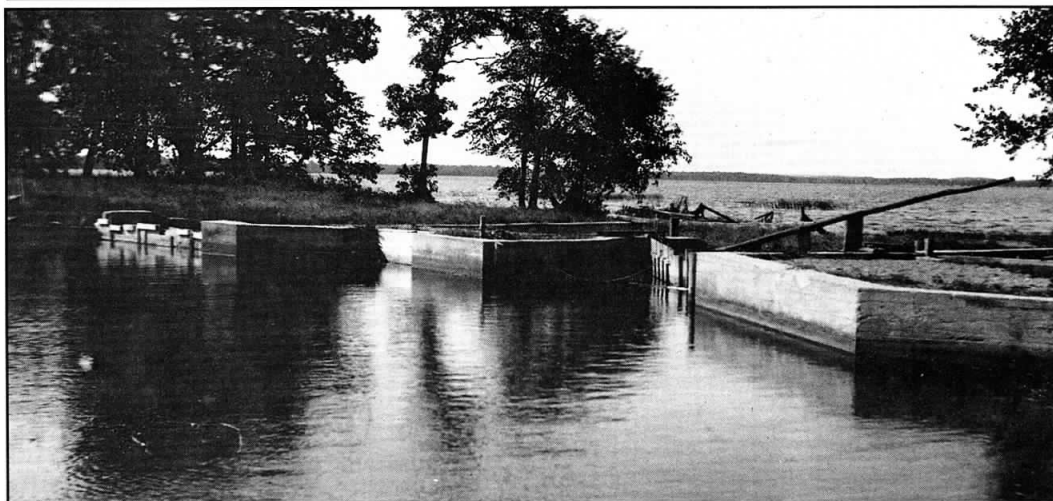
The one and only stair well at the rear platform continues to confound the crew. **Doug Andersen**, MTM member from Rochester who worked on the restoration of TCRT car 1267 at the

Seashore Trolley Museum, lent his collection of archival photos showing details of that car before Seashore began its restoration program. The photos give the clearest idea yet of how the rear step well was fabricated. Dumas built and installed the two main braces which cantilever the steps against the center sills of the car. He fashioned templates of the stair treads and risers approximating their original shape. The bottom step supporting the gates follows the curved roof line of the car. The middle step arcs more gently, while the top step follows the straight line of the knee brace which supports the rear platform. The steps join at the rear with a rolled steel plate ties which also hangs on the underframe of the car. The 1267 photos clearly showed how this plate was rolled and how it attached.

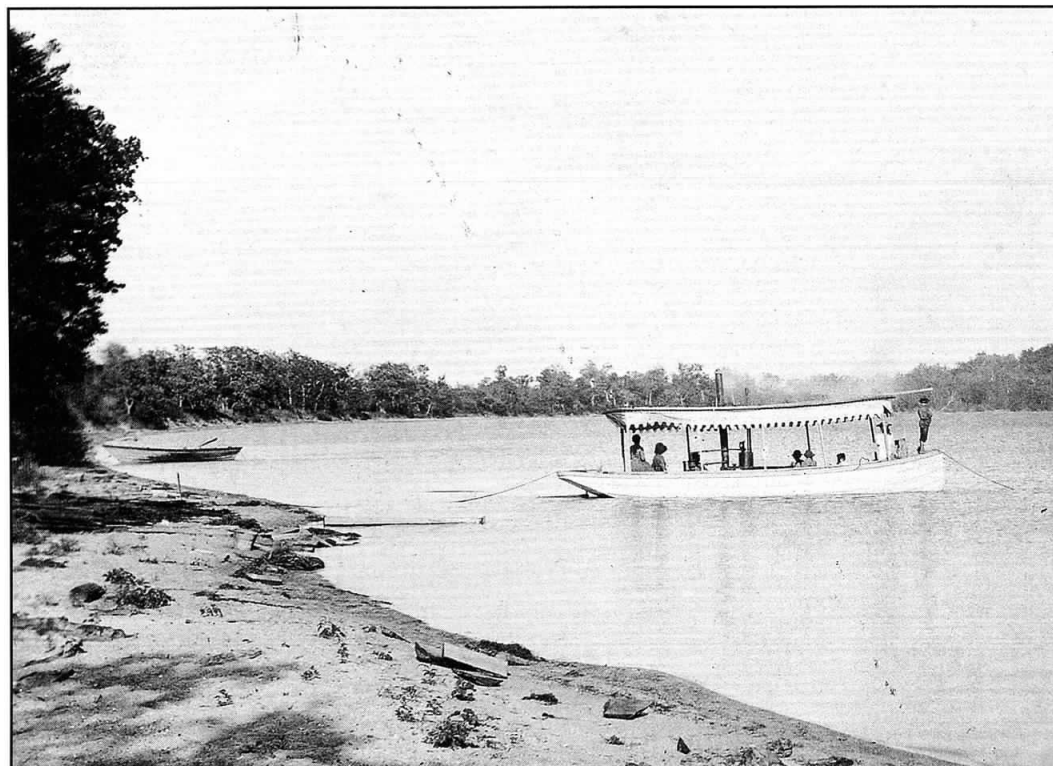
The original style of stair tread material would be most difficult to replicate. It was made of narrow steel strips folded and riveted into a fine honeycomb pattern which bent around the curved line of the bottom step. A passenger on the platform about to descend the stairs would see that the honeycomb pattern of the tread helped to identify the curving edge of each stair. A compromise tread material will be used, a fiberglass casting with a fine honeycomb pattern. Unfortunately, it is rigid and cannot be bent around the curve of the step.

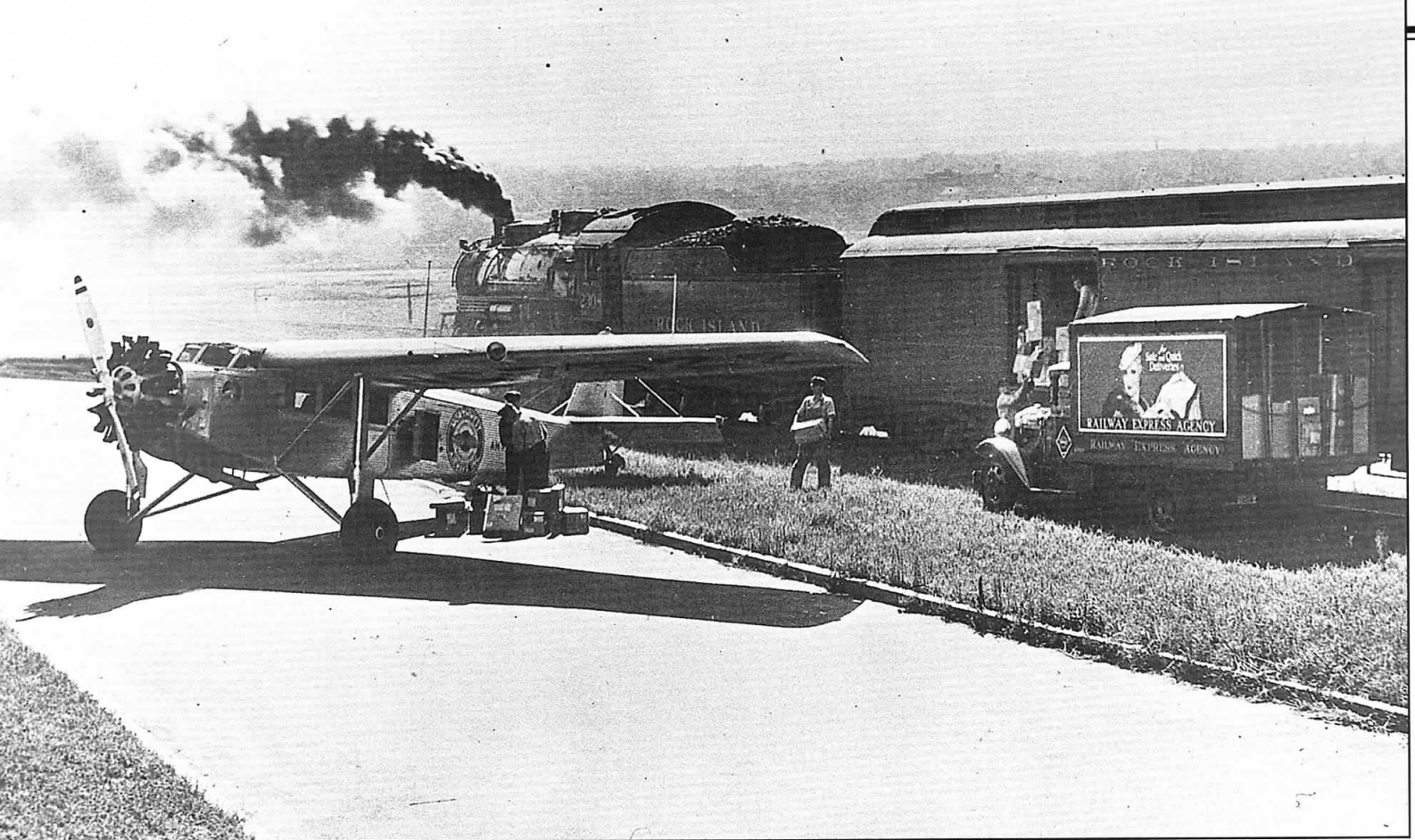
Dumas never gets sidetracked by minor obstacles. As plans slowly took shape for the rear steps, he began to re-fabricate the front and rear bulkheads using pieces salvaged from Duluth car #195. These fit our #1239 within small fractions of inches, since the two cars were nearly identical sisters. Varnish was stripped, the pieces were prepared for new finish, and missing pieces were quickly replicated. By Thanksgiving, exterior painting and roofing will be underway. Re-glazing the window sash, finishing woodwork, installation of brake rigging and other under floor appliances will be the order of business for the winter work season. This is a fun project. Any MTM'er tempted to lend a hand should not hesitate. There is lots to do, and the company is congenial.

Thanks to **Jim Vaitkunas** for arranging the sale of the type-11 motorized trucks from Melbourne, Australia, to the McKinney Avenue Transit Authority in Dallas, TX. This will help reimburse the cost of shipping three pair of motorized trucks from Japan, one of which went to car #265 at Lake Harriet. This freed up her Baldwin trucks to be placed under car #1239 at Excelsior.



After the Summer Minnegazette had gone to press, these photos of the Pelican Valley Navigation Company turned up. This view from on top of the downstream gate at Buck's Mills gives a better view of the upper gate, which was always a swing type. The lift gate lock at Dunton Locks has been replaced with a swinging gate. Anchored on Big Pelican Lake. All Minnesota Historical Society collection.

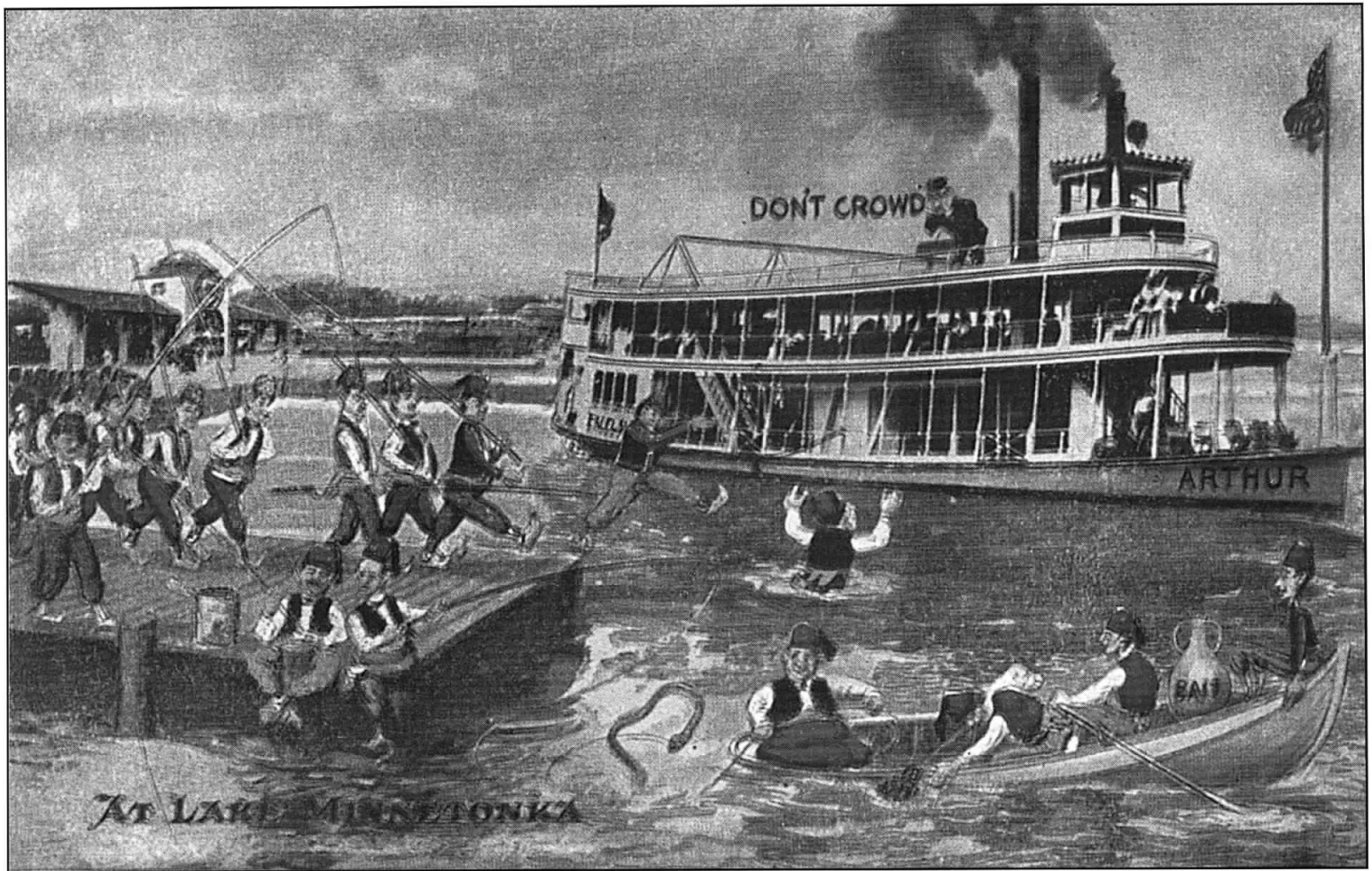




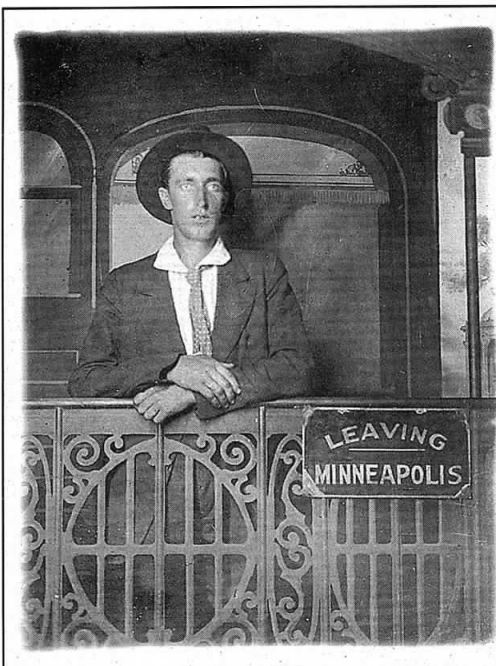
Northwest Airlines and the Rock Island experimentally exchange mail and express at St. Paul's Holman Field in 1933. The Rock had a long industrial spur from Inver Grove through South St. Paul to the American Hoist and Derrick plant across from downtown. It skirted the airport. Minnesota Historical Society collection.

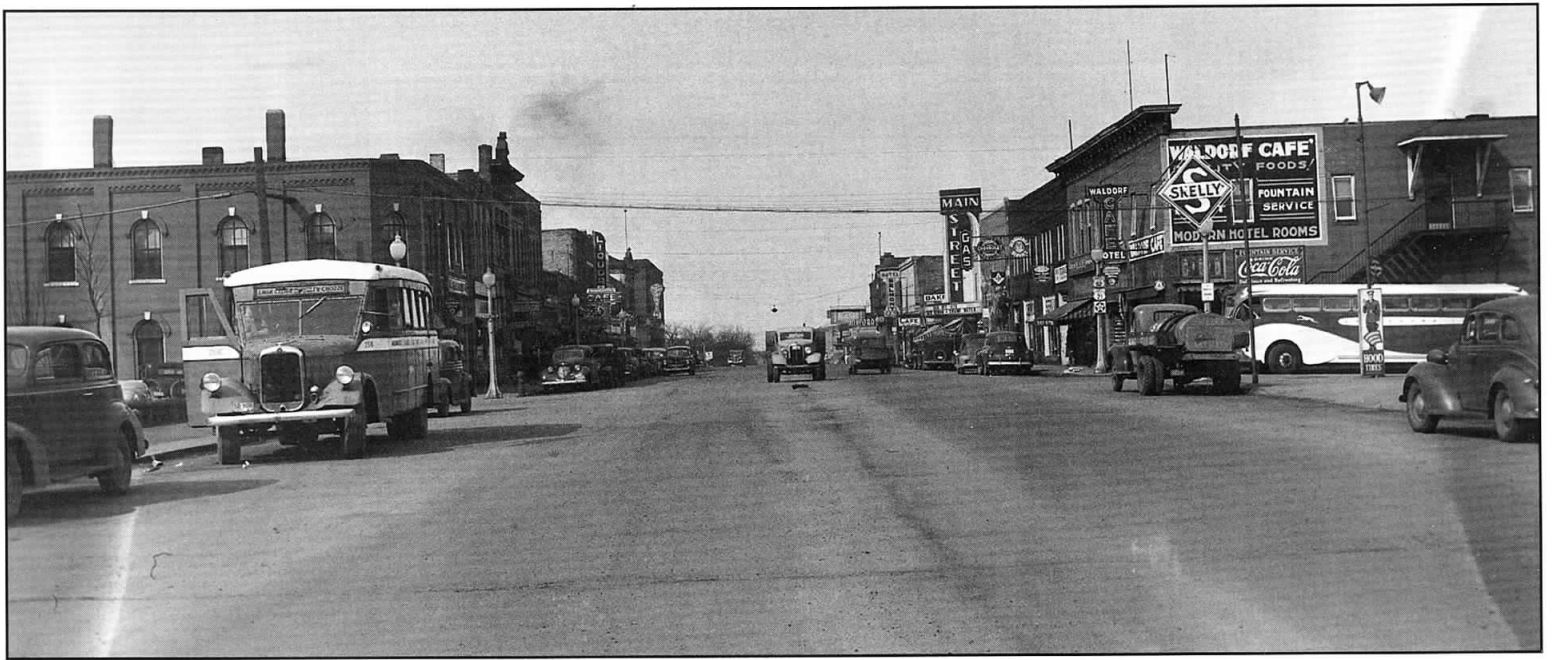
The point of this picture is not the large stern wheeler Excelsior, but rather the other boat. This is the 60 foot long Victor. It was built by the Minnehaha's designer, Roy Moore, in 1893 as the Kenosha. Renamed Victor in 1894, it was notable for being the only large steamboat not purchased by Twin City Lines. It continued to run independently, becoming one of the last steamboats on the lake. It was dismantled in 1927. Despite its longevity, only a couple of photos of it have surfaced so far. MTM collection.





Postcard manufacturers enjoyed a little whimsy and were not above deception, as these three cards illustrate. Apparently the Shriners were in town and visited Lake Minnetonka. Below left: The steamboat Excelsior has been renamed the Arthur, probably some sort of in joke. The somber fellow on the rear platform may leave Minneapolis by some means, but not via this studio prop. During the street railway craze, a town without one was embarrassingly backward and a little image falsification on postcards was extremely common. This one from tram-challenged Willmar is the only one to surface so far featuring a Twin City car. All MTM collection.



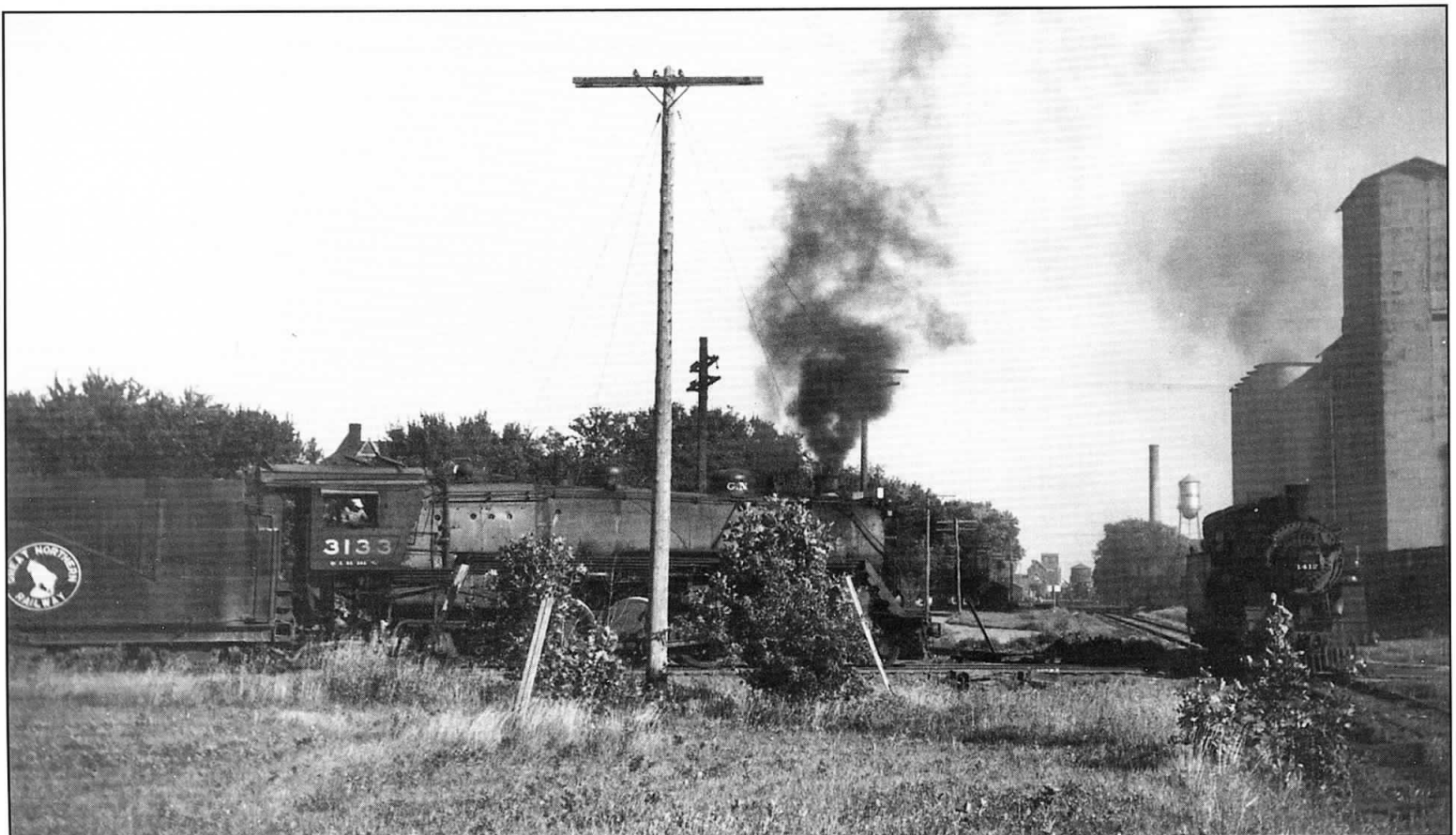


This is Main Street in Sauk Center, featured in the novel by Sinclair Lewis. In March 1942, two generations of Northland Greyhound buses are meeting transfer passengers. The older one at left is carrying a backwards and upside down destination sign "Twin Cities and La Crosse". Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

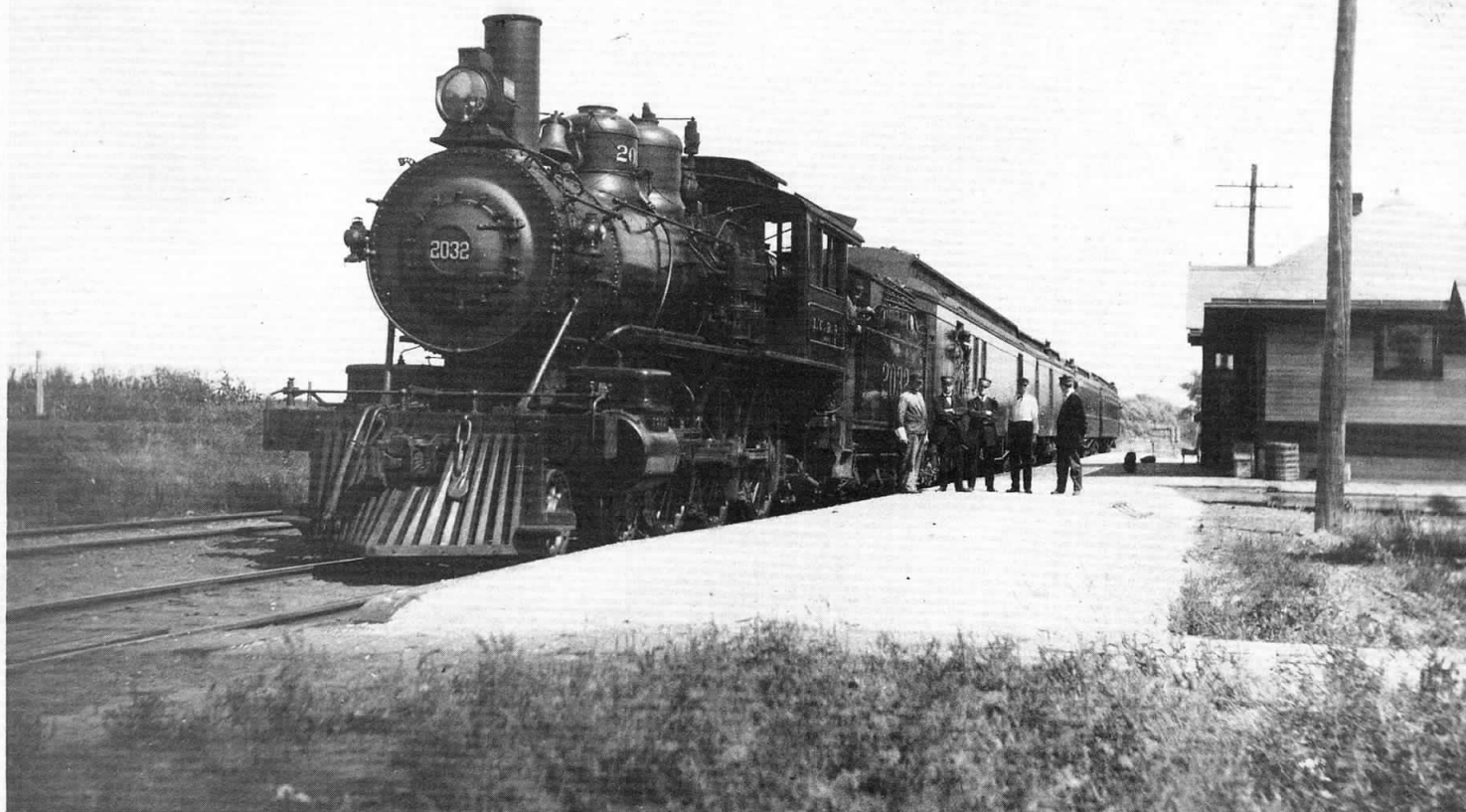
In 1950 a Great Northern mike on the Willmar-Sioux City line meets a Chicago & North Western R-1 4-6-0 at the diamond on the north edge of Marshall. This was the original Winona & St. Peter mainline, bypassed in favor of the route through Huron to Rapid City. Norman F. Priebe photo, Lyon County Historical Society collection.

Opposite page top: One of the rarest trains in Minnesota was the Illinois Central's local #515 to Albert Lea. Here it poses at Glenville, where it enters Rock Island rails for the last seven miles into Albert Lea. The line lost passenger service early, in the 1920s. MTM collection.

Opposite page bottom: Before the Lake Minnetonka Narrows bridge was built on what is now County Road 19, people crossed on this manually powered rope ferry. Western Hennepin Pioneer Museum collection.



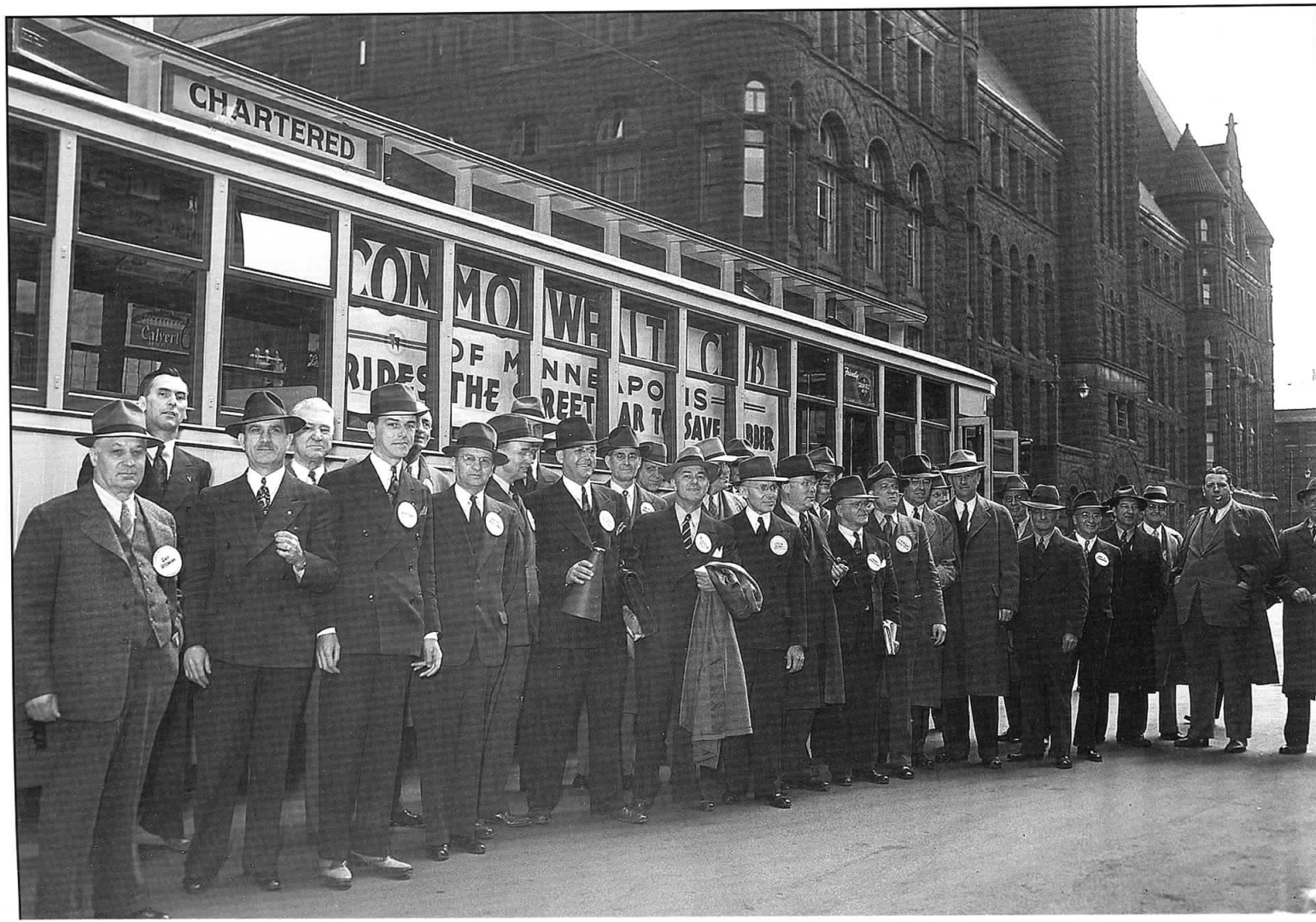
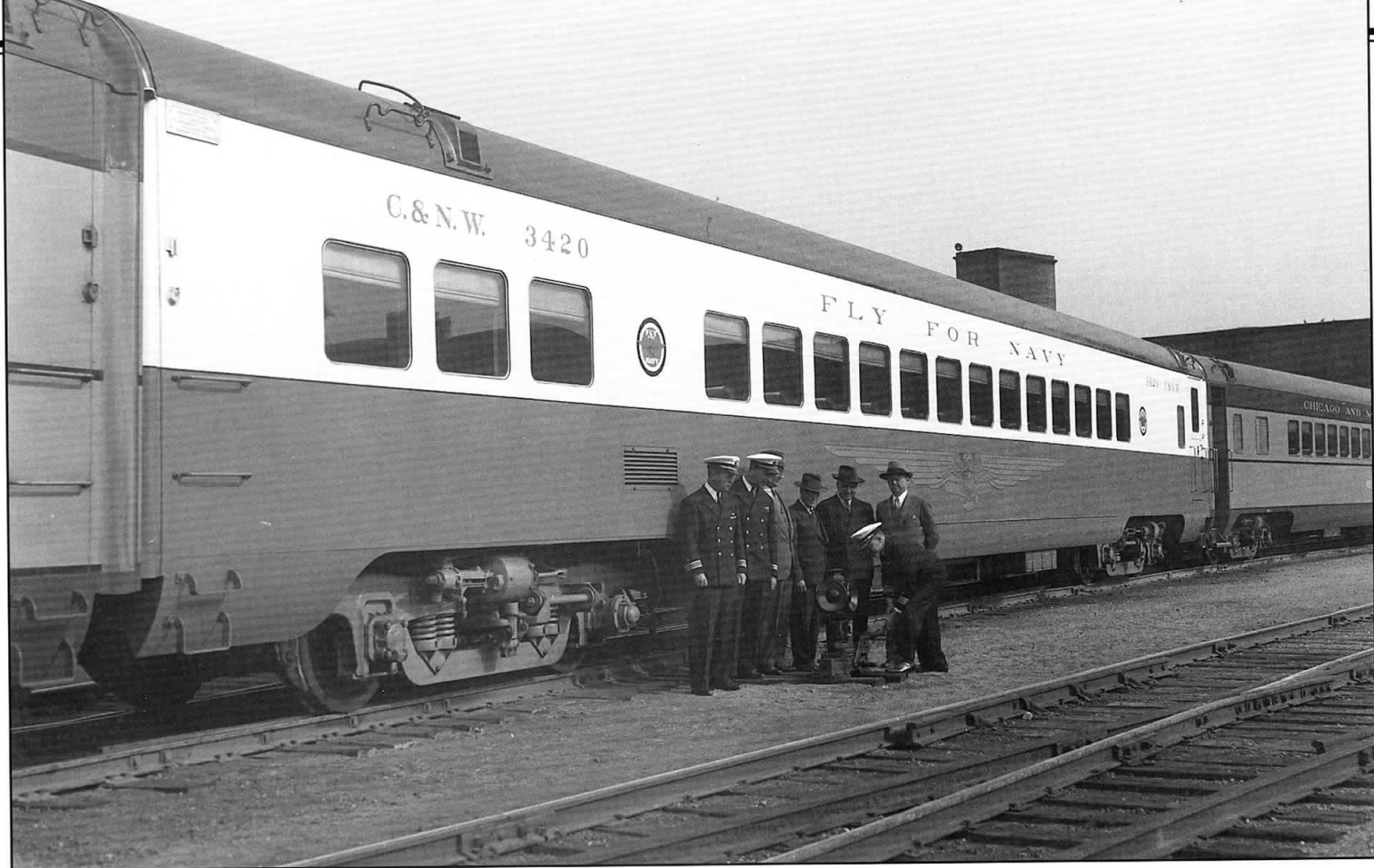
TRAIN No 515 GZENNVILLE MINN



L. L. R. ENGR.

CONDR. JUDD. MANDVILLE, BSM EE HIZZIER.





The war effort.

In 1942 a Chicago & North Western "400" coach at the Great Northern depot recruits Navy pilots. Meanwhile, the Commonwealth Club "rides the streetcar to save rubber".

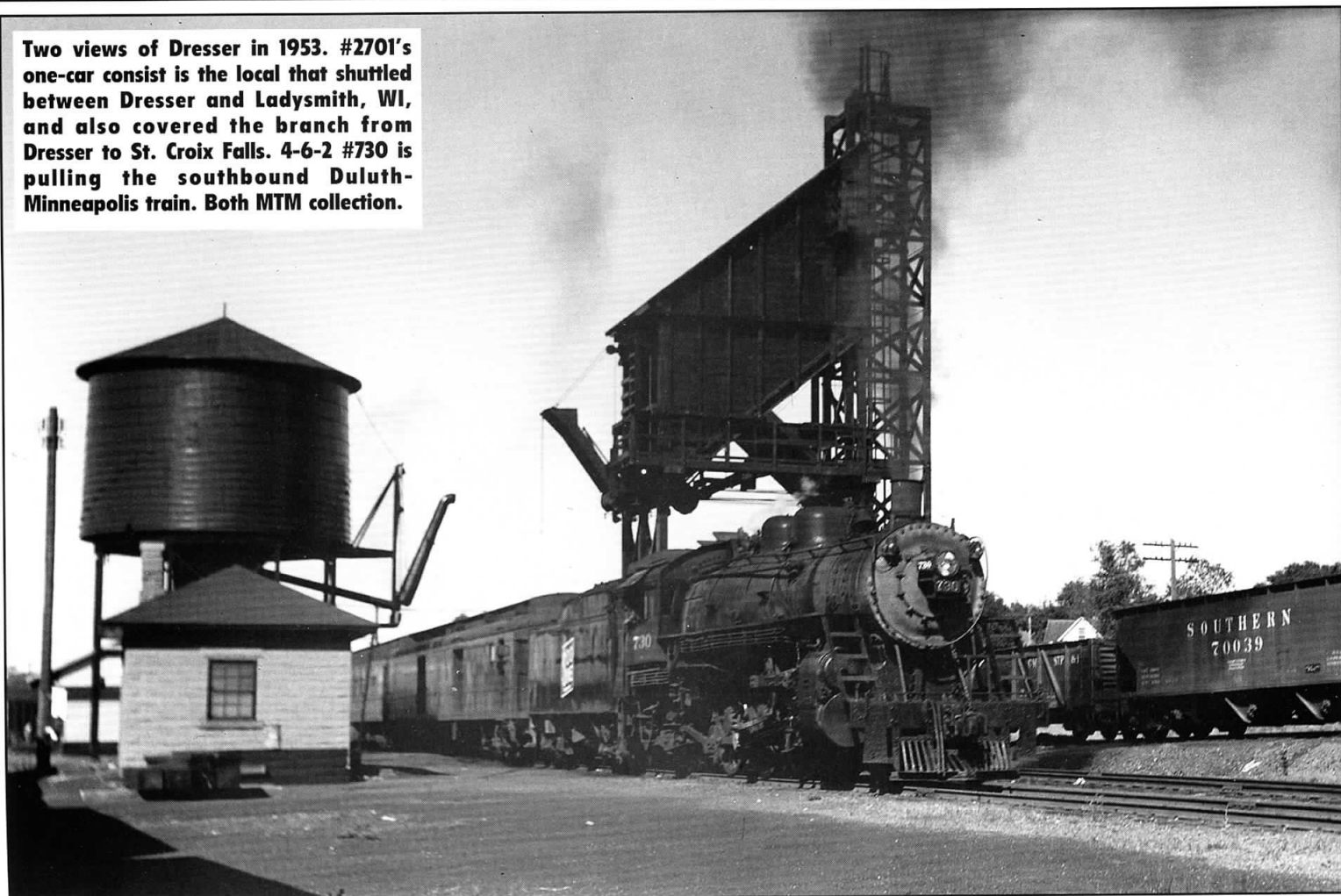
Collecting tickets on the first run of the Great Northern wartime Mound-Minneapolis commuter train on May 25, 1942.

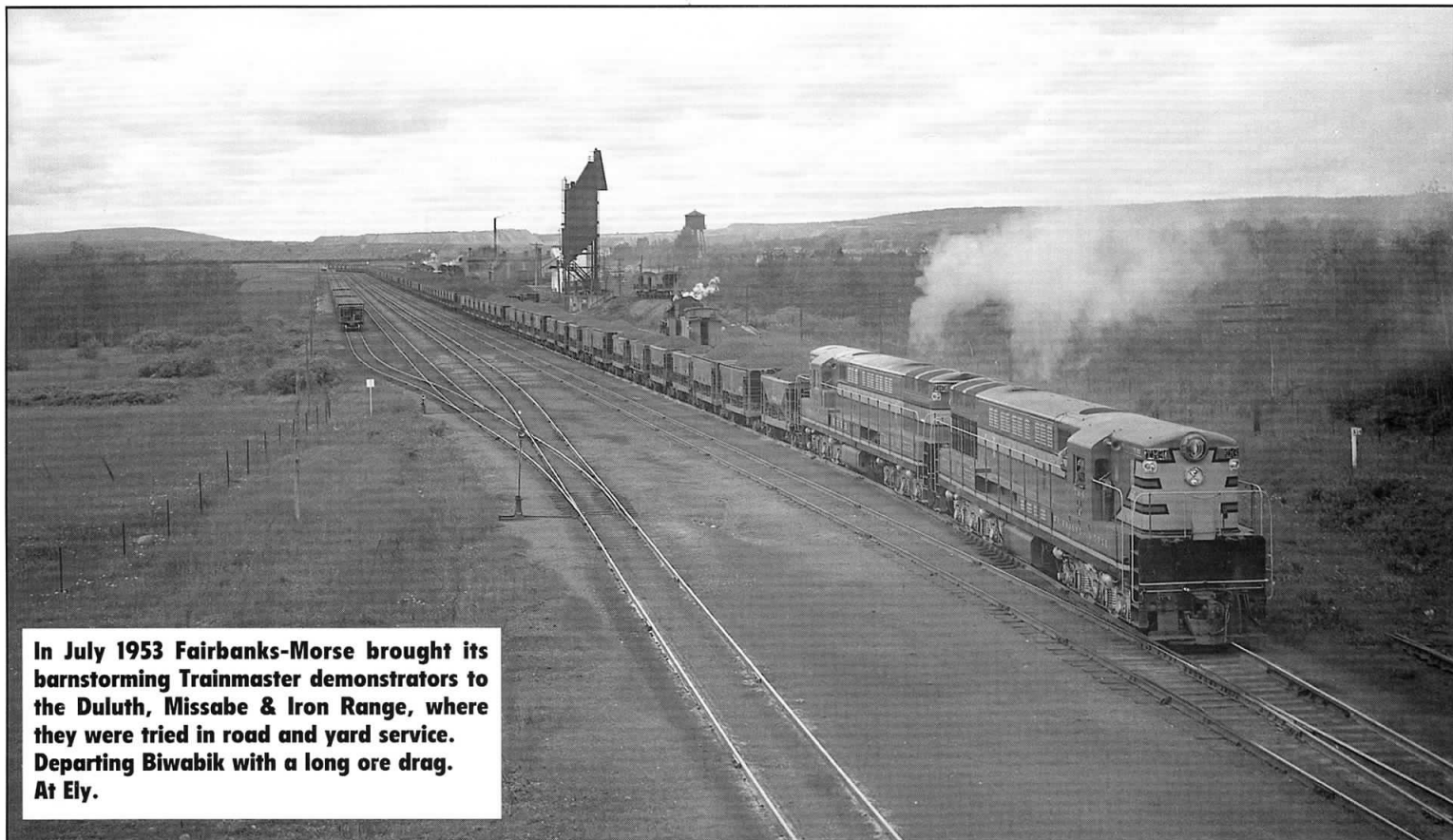
Buses full of enlistees prepare to leave the Minneapolis Armory on July 10, 1941.
All Minneapolis Star-Tribune photos,
Minnesota Historical Society collection.





Two views of Dresser in 1953. #2701's one-car consist is the local that shuttled between Dresser and Ladysmith, WI, and also covered the branch from Dresser to St. Croix Falls. 4-6-2 #730 is pulling the southbound Duluth-Minneapolis train. Both MTM collection.





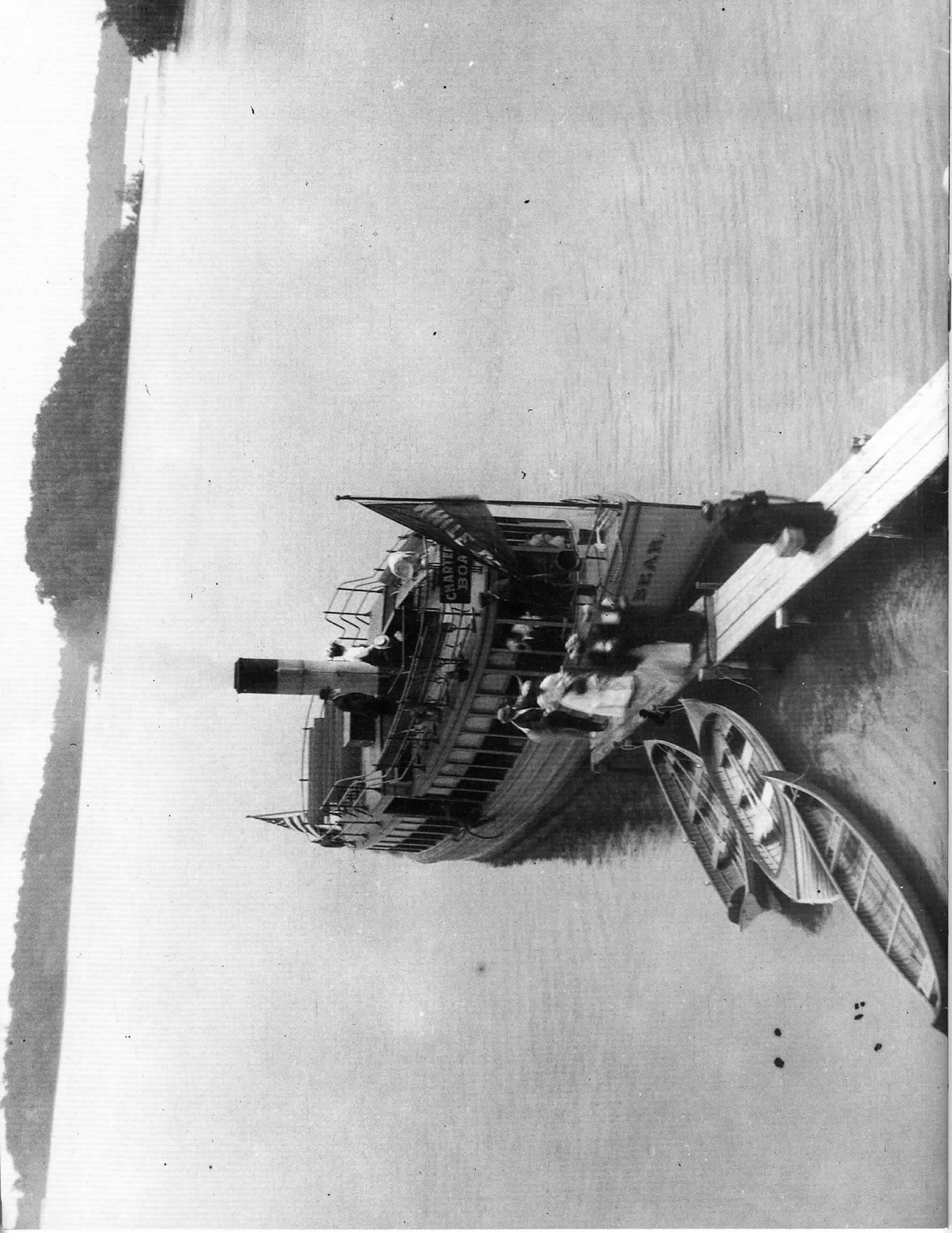


Working the Two Harbors yard.

Inside rear cover: On the Two Harbors ore dock. All MTM collection

Rear cover: In 1908 the White Bear calls at an unknown dock. Can any reader identify it. Frederic Wanmer photo, Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

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August 2021

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